VOL. CCXXIX, No. 2983
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Rego

THE SPHERE
With which is incorporated "BLACK & WHITE"
JUNE 1, 1957

The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

SHERRY
GONZALEZ
TIO PEPE
(Regd. Trade Mark)
PRODUCE OF SPAIN

Beautiful Silk Ties
in original designs
THE WHITE HOUSE
51 NEW BOND STREET · LONDON · W.1

F M
Fortnum & Mason
for the fundamentals
and the frills

OPTREX
takes care of your eyes

Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

TRADE MARK
BEER AT ITS BEST
TENNENT'S LAGER
ENJOYED THE WORLD O'ER
J. & R. TENNENT LTD · WELLPARK BREWERY · GLASGOW

PARIPAN LTD
BRITISH MADE
PARIPAN Dryfast ENAMEL
PAREMUL Emulsion PAINT
PARIMAT Steamproof FINISH
1 SHERWOOD STREET, PICCADILLY CIRCUS, LONDON, W.1

THE WELL BALANCED LIQUEUR
COINTREAU
Extra Dry
Sole Importers
W. Glendenning & Sons Ltd.
Newcastle upon Tyne 6

Lindt
THE CHOCOLATE OF THE CONNOISSEUR
CHOCOLAT LINDT
RODOLPHE LINDT FILS
ESTABLISHED 1879

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

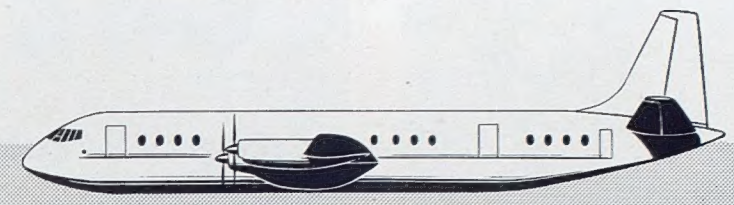
PRICE 2/-

ILFORD Colour Film 'D'
for faces and places

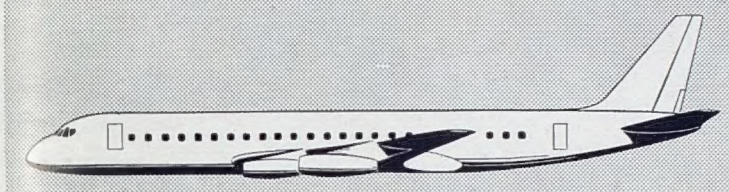
FACES AND PLACES in their true colours! Take them on Ilford 35mm. Colour Film 'D', and you'll get a good picture every time. Ilford Colour is just as easy to use as any of the famous Ilford films for black-and-white photography, and it's not expensive either—a 20-exposure cassette costs 21/6 including processing and mounting of transparencies. And you can have the pick of your results enlarged into Ilford Colour Prints—post card size at four for 10/-, or 5½" x 8" at 7/6 each.

Lake Lucerne, Switzerland

Powered by ROLLS-ROYCE

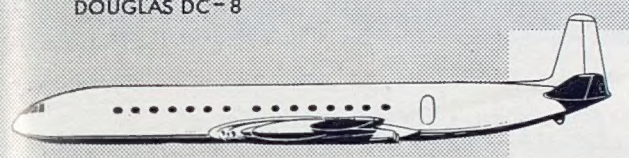


VICKERS VANGUARD



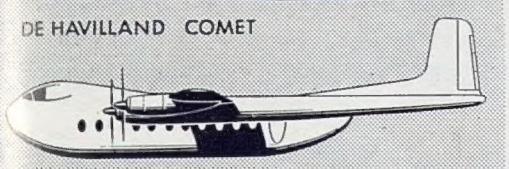
DOUGLAS DC-8

BOEING 707-420

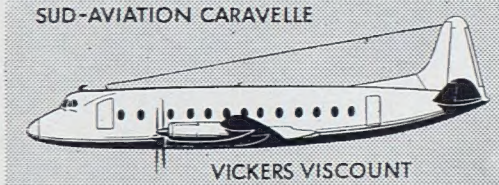


DE HAVILLAND COMET

SUD-AVIATION CARAVELLE

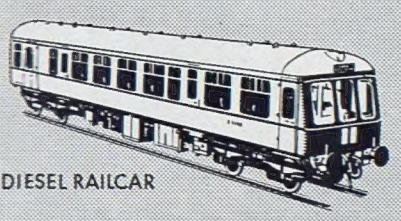


ARMSTRONG WHITWORTH FREIGHTLINER



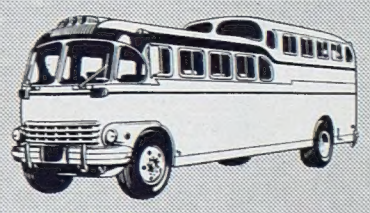
VICKERS VISCOUNT

FOKKER FRIENDSHIP

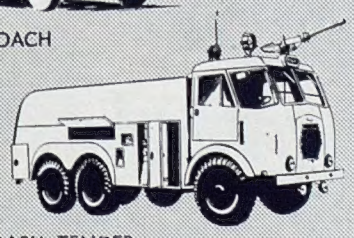


DIESEL RAILCAR

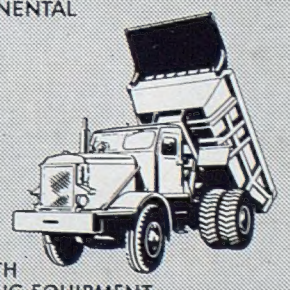
LUXURY COACH



TRANS-CONTINENTAL COACH



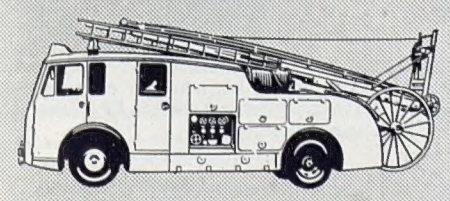
AIRFIELD CRASH TENDER



EARTH MOVING EQUIPMENT

AIRFIELD POWER UNIT

OILFIELD EQUIPMENT



FIRE APPLIANCE

AERO ENGINES

Over half of the gas turbine powered aircraft supplied to, or ordered by, world airlines, are powered by Rolls-Royce.

Rolls-Royce supply these gas turbine engines for short, medium and long range airline operation. In addition to British aircraft, they have been chosen for American, Dutch and French built airliners.

A considerable proportion of present and future British military aircraft will continue to be powered by Rolls-Royce engines.

DIESEL ENGINES

The Rolls-Royce range of high speed diesels for earth moving, oilfield, industrial, marine and railway applications is operating in more than sixty countries.

These engines are installed in over one hundred different types of equipment.

PETROL ENGINES

The Rolls-Royce "B" range of petrol engines is in use in many parts of the world in military equipment and a variety of civil applications, including fire fighting vehicles, airfield mobile equipment and passenger transport.

NUCLEAR AND ROCKET POWER

Nuclear and Rocket power units are being developed by Rolls-Royce engineers as the prime movers of the future.

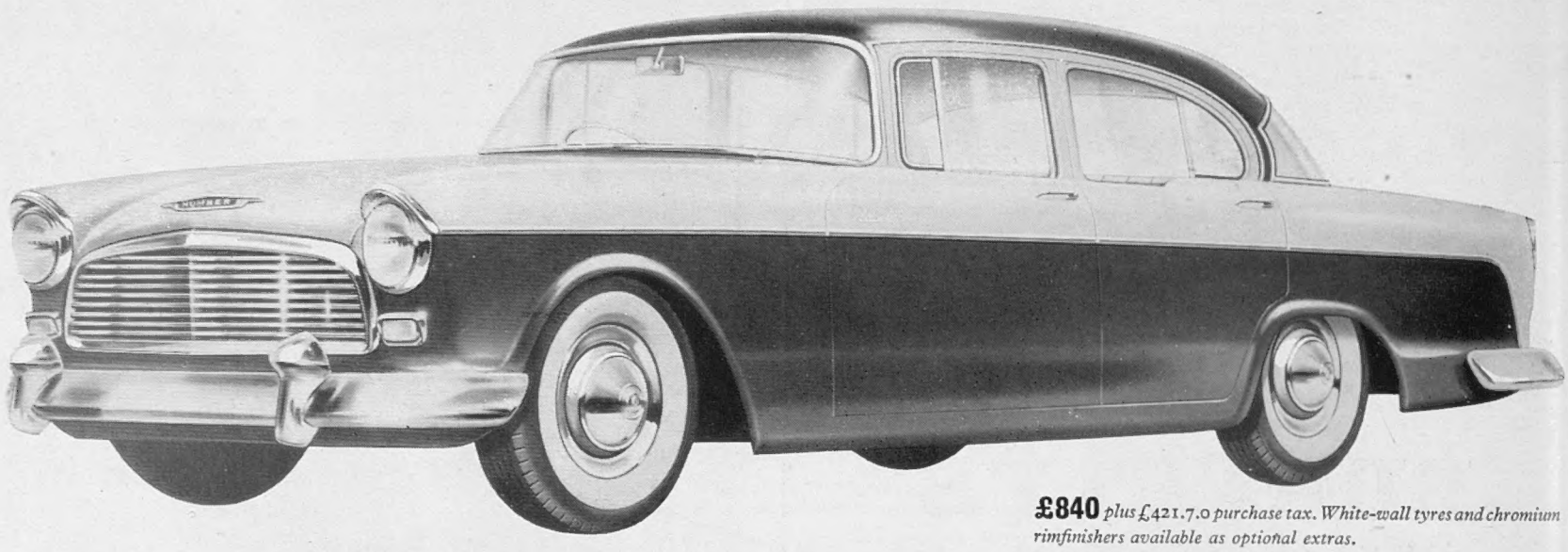
Makers of

THE BEST CAR IN THE WORLD

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

More Power – More Room – More M.P.G. – and Greater Safety!



£840 *plus £421.7.0 purchase tax. White-wall tyres and chromium rimfinishers available as optional extras.*

AVAILABLE ALSO AS A TOURING LIMOUSINE

In each of its distinctive single or two-tone colour treatments, in every flowing line and contour, the new Hawk blends advanced styling with traditional Humber dignity and reliability.

THE NEW HUMBER HAWK

The most sweeping claim to leadership ever made by HUMBER

6-seater comfort

Exceptionally wide doors and a lower floor give easy access to the luxury of an interior that is *inches more roomy in every direction*. Legs can really stretch out in the new Hawk! The broad *deep-cushioned* seats are set between the axles for a *smoother-than-ever* ride.

6 Extra-Safety features

★ Unit construction that combines *lightness* with *immense strength* ★ Panoramic vision—wrap-round windscreen and rear window ★ Low centre of gravity and *Balanced Weight Distribution* ★ Instant response . . . vivid acceleration ★ Big brakes to match ★ Padded safety roll.

Greatly improved power unit

High power/weight ratio assists the famous—*and now improved* Humber 4-cylinder engine to deliver an *even more exciting* and *velvet-smooth* performance. Increased M.P.G. puts the new Hawk completely in tune with the times.

with FULLY AUTOMATIC TRANSMISSION OR OVERDRIVE
(Available as extras)

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
ROOTES MOTORS LIMITED

A PRODUCT OF

ROOTES MOTORS LTD

HUMBER LIMITED · DIVISION OF ROOTES MOTORS LIMITED · LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED · DEVONSHIRE HOUSE · PICCADILLY · W.1

Volume CCXXIX No. 2983

The SPHERE, London, June 1, 1957

The SPHERE

with which is incorporated THE GRAPHIC

DENMARK WELCOMES THE QUEEN—A ROYAL APPEARANCE ON THE PALACE BALCONY DURING THE STATE VISIT : Her Majesty and Prince Philip, Duke of Edinburgh, are accompanied by King Frederik and Queen Ingrid on the balcony of the Christian VII Palace at Amalienborg, in Copenhagen, to wave in acknowledgment to the welcome from the crowds below. The Royal visitors were met on board H.M.Y. *Britannia* by the King and Queen of Denmark, who accompanied them ashore.

After the welcome by the King and Queen of Denmark on board H.M.Y. *Britannia*, the members of the two Royal Families went ashore in the Royal barge for the official reception at the Toldboden (the Custom House). This was followed by the procession through the streets of Copenhagen to the Royal Palace at Amalienborg, where the Queen and Prince Philip, accompanied by King Frederik and Queen Ingrid, made the first of their balcony appearances. Throughout the three days of their State visit the Queen and Prince Philip received a warm welcome from the Danish people as they fulfilled a heavy programme of engagements in and around the capital. Their first call was to Ryvangen, where they laid a wreath in the Memorial Park in memory of the fallen of the Danish Resistance Movement. On the last evening of the State visit the Queen and Prince Philip entertained the King and Queen on board the Royal yacht before going to Fredensborg, King Frederik's spring and autumn residence, for a short private stay. On leaving Denmark the Royal visitors sailed in the *Britannia* for Cromarty for the visit to the Home Fleet. (See also pages 345 to 348.)

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

The SPHERE with which is incorporated THE GRAPHIC

Vol. CCXXIX, No. 2983. June 1, 1957

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

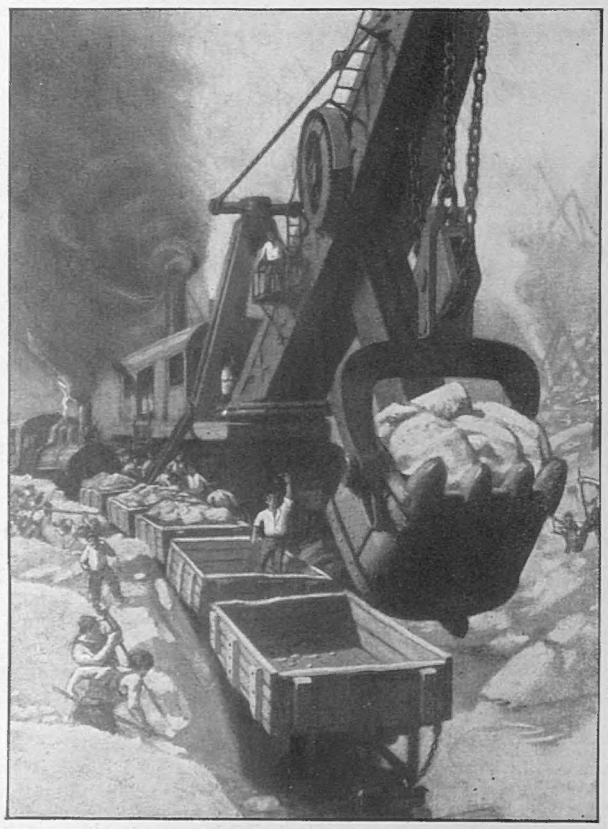
Postage Rates for this Issue—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscriptions to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire are* £6 1*s.* 6*d.* : 6 *months and Christmas Number,* £3 3*s.* : 6 *months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.* (*or* $16), £2 19*s.* 6*d. and* £2 15*s.* : *and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

Conditions of Sale and Supply.—*This periodical is sold subject to the following conditions—namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of* 2*s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.*

FROM "THE SPHERE" OF 50 YEARS AGO



MECHANICAL AIDS AT THE SITE OF THE PANAMA CANAL: In this drawing, reproduced in "The Sphere" in 1907, a huge "Steam Navvy" is seen at work excavating the canal. It was one of the "digging machines" described as "having the appearance of mechanical hands armed with steel nails, which tear away nearly a truckload of material at a single effort." The line of "flat cars" in the foreground is waiting for the soil as the arm comes swinging back from the face of the cutting. The Panama Canal was opened in 1914.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2

The Rival Vote-Catchers?—The Socialists were first in the field with their new plans for making retirement and old age free from anxiety, but to get there first they had to leave some loose ends untied and untidy. There must be a lot of loose ends in any such schemes of contributory pensions, albeit the actuarial eye looks through rosier spectacles than do the jaundiced eyes of people who find every day the cost of living a very practical problem. Any contributory pension scheme implies some contribution from the State, a major one from the employer and a minor one from the employed. (The self-employed man must somehow look after himself.) What is the usual effect of a new call on the Exchequer's resources? The State has no money but what it wrings out of us. It calls for higher taxation, central or local. And on the employers? Up goes the overhead, and the prices of their commodities must be raised. Up goes the cost of living. And on the employed? Well, naturally, a demand for higher pay packets to meet the new drain on their slender resources. Unless, of course, the cost of living is already pegged or declining. Well, is it? We know that rates are going up. We know that electricity charges are to soar in June. We know that the prices of winter coal and coke are to be increased again. Transport freights and fares resume their advance. We know that car insurance is to leap up even for those who have never put in a claim for decades. We have had some recent experience of the increased cost of house repair and decoration, and what not. In the constant announcements of increases in the costs of essentials, we lose sight of any reductions, if such there be. It seems to me in my layman's view that henceforth any and every Utopian scheme stands or falls by the cost of living, and that depends on increased productivity. But I suppose that (when it is a question of catching votes) the cart comes before the horse, especially if the cart is full of carrots. Not that this fine scheme is to be dismissed as Utopian. It is full of practical ideas, and I can well believe that one day it will be on the Statute Book with its loose ends tied up. It is right to plan ahead, but the ground must be levelled and drained before the building rises. To-day the ground is both bumpy and boggy.

"No Painful Inch."—The voyage of the new *Mayflower* to America is slow but it encourages us to recall Clough's *Say Not the Struggle*, as Sir Winston did with good effect in our darkest hours. The times are dark enough still and one knot an hour is slow progress. But *Mayflower* no doubt will arrive at last, as our ancestors did at the promised land. The thing is: are we and civilisation making any better progress than *Mayflower II* to the long-promised land? Are we making even one knot an hour or are we taken aback or in the doldrums? The promised land holds for us benefits we greatly need. A measure of disarmament, the end of H-bomb tests, greater productivity, a period of peace in industry, a decline in the cost of living, a uniting of this nation and our allies in a common resolve to achieve order and human betterment, an end to the miseries of cold war and dictatorship and every lasting self-interest. We don't expect miracles. We don't expect the lion and the lamb to lie down together to-morrow. We don't expect the bells to ring in a thousand years of peace. We could be made happy with five. I read the proceedings in Parliament and I read the Sunday papers, and I find it hard not to feel that *Mayflower II* is a tea-clipper, an ocean greyhound, compared with our old ship. Clough said that "not by Eastern windows only when daylight comes, comes in the light." He called our attention to the bright glow in the west. Can you see it? Let us hope we are achieving a painful inch in the creeks and inlets.

Political Memoirs.—After reading a great deal of Lord Halifax's political memories, I wondered again why statesmen and politicians so lightly regard the implications of giving to the public an account of their own parts in historic and political events in the fullness of their days. Some, of course, do so to keep themselves in the picture, rightly fearing that the public may underrate their importance when they held office; others, I suppose, in a genuine desire to contribute to the truth of history; others again to make some money; and a few perhaps because they have nothing else to occupy their time. None of these reasons appear to apply to Lord Halifax, unless it be the second; and, if so, he has contributed very sketchily to the truths of history, and indeed, with almost indecorous lightheartedness. But the wonder to me is with all these types who publish their memoirs that they so little consider the damage they may do to the reputation of statesmanship and how greatly they may shake public confidence in the wisdom and fitness of politicians called to lead the nation in time of trouble and danger. Lord Halifax's memoir is clearly a compromise, half-social, half-political. It is odd enough that (after Victoria Sackville-West had dealt superbly and once for all with the high comedy of the dinner ritual of the below-stairs hierarchy in pre-war days) Lord Halifax should adopt such an opening to the truth of history. Odder still, that, when he turned to the days of our greatest peril, he should find so little worth saying about his contacts with those once-terrible men who destroyed our peace, and went at last, squealing or blaspheming, to their inevitable and shameful ends. His memories of Hitler, Mussolini and Goering are columnists' stock-in-trade, and in his frankness and love of truth he gives a picture, as terrible in its way as in Moorehead's *Gallipoli*, of the stumbling, fumbling amateurism of statesmanship. It is the pleasant, rambling gossip among gentlemen in "the best club in the world." Munich and all that is not a fence to be surmounted (or justified) but an incident worth a mention in a lighthearted way. But he reminds us of one incident we have allowed ourselves to forget: it was a toss-up if he or Churchill should lead us out of the pit in 1940. Thus the best club in the world arranges our little affairs. There *is* one great comfort in his memoirs. Character in the form of the highest moral standards can and does survive the changes, chances and frailties of political life. Lord Halifax's reputation never declined. After Munich, he went from strength to strength, and I make no doubt his memoirs will not affect his panache as a great Elder Statesman. But I doubt if they were worth publishing. The truths of history are seldom kind to statesmen.

TALLULAH BANKHEAD IN LONDON

TALLULAH TALKS: Miss Tallulah Bankhead, the famous "dahling" of Broadway and Hollywood, arrived in London by air from New York on Monday of last week. She is here for a six-week cabaret season at the Café de Paris at a reputed fee of £3,000 a week. It is said to be the highest sum ever paid to an entertainer by the Café de Paris. Miss Bankhead, who was the rage of the London stage in the '20's, is now aged fifty-five. Shortly after her arrival in London she held a Press reception.

The Public Schools.—The controversy concerning the democratisation of the public schools is, I am told, only beginning. In a quiet way it has been going on for many years, and while it has proceeded the term "public school" has ceased to have an intelligible meaning when applied to Eton, Harrow, Winchester, and so on. For a century the old grammar schools have been attaining that status, and I should have thought that Eton was to-day better described as a semi-private school. The earlier interveners in this new and hoary controversy to whom I have given ear or eye seem none of them to share my main idea of the chief virtues of the old public schools. They all speak of the prime need of making available their educational advantages to *bright* boys of every income group. In my benighted ignorance it had never occurred to me that the old public schools existed to give *bright* boys whose parents could afford it a better scholarship or general book-learning than the less expensive schools. I have always supposed that boys of the most modest intelligence were sent there in no expectation of being turned out as scholars in spite of themselves, but to learn there a secret none may utter nowadays which would enable them (with little book-learning) to give a lead, assume responsibility and even govern empires (as in the past, for better or worse, many of them have done, such as the great Lord Salisbury, Winston Churchill and others too numerous to list, whose education in the strict sense grew long after their schooldays, of

their own volition). But it seems I am wrong. The reformers cast envious eyes on Eton, Harrow, etc., because of their pre-eminent facilities for forcing scholarship on very intelligent rich boys—an intolerable monopoly in the age of equality. Or so they say. Looked into on the spot with a meticulous and impartial eye, any selected public school would appear to have moved far away already from this undesirable monopoly. But if they still pass on the secret none may utter, I for one wish that they might be compelled to expand and multiply till they can embrace every boy in this country who is either a little Liberal or Socialist or Conservative.

Jane Austen Wizard.—Lady Cynthia Asquith stands alone in civilisation to-day—the only human being who knows all that is to be known from the writings of Jane Austen. The scholars taught her much. Her debt to Mr. Chapman in particular is great. But only her own determination, her infinite capacity for taking pains, could have won her the prize from that gruelling test. You perceive, she not only had to learn the novels practically by heart, but also the letters and the innumerable editions, memoirs and pamphlets. For months on end she buckled to that fearful task and has convinced me (too late in life) that the nursery saw *is* indeed true and that concentrated effort and iron determination can indeed get a man or woman to any goal. A month or two ago (to test her progress) I prepared a thirty-question quiz for her. I chose from the facsimile edition a number of names once mentioned, of addresses once referred to, of the incomes or fortunes of minor characters, and so on. I am a Janeite, but I could have answered none of my chosen questions and I wondered if Lady Cynthia would answer even 40 per cent. She answered at 95 per cent. Even then, with weeks of hard work still to come, I never dreamed that she could scoop the prize. And now she is herself a *Hapax Legomenon*, a Janeite Thesaurus, an Austen encyclopædia, a unique know-all. Find me another on any subject under the sun.

"Garden Open To-day."—For many, many years I have been a firm supporter of the admirable "gardens scheme," the opening of British gardens to the public in aid of district nursing (with some benefits now to National Trust gardens in return for their support). The National Gardens scheme has gone from strength to strength and overcome many obstacles, such as austerity and petrol rationing and sometimes the reluctance of diffident owners of small gardens. Such diffidence is unjustified. It is wonderful and pleasant to realise that the public is not only interested in show gardens and historic houses. People from far afield will willingly lose their way and find their way to small, remote gardens and pay their shillings (or more) to walk round amateur gardens and discuss with evident interest, appreciation and sympathy the flowers and shrubs and cabbage-patches of fellow garden-lovers. They delight in a new view, enjoy above all a peep into the house and tea with the owner's family, and sometimes they are satisfied to sit for a couple of hours in an unfamiliar or novel setting. Experience assures me that it is these latter conditions and considerations which above all have given to the scheme its soul and chief impetus and success. It is one of the most friendly and harmonising influences devised in our time and it is the small garden which is the chief factor in bringing about those desirable objects. This season is an acid test. The flowering shrubs of May all came to their best in April and strong winds have wrecked the survivors and cold winds might well deter visitors. But *experientia docet*. My own remote and amateur garden last week collected a remarkable harvest and only two or three of the visitors were local inhabitants. Many came from a considerable distance.

Doncaster Culture.—The headmaster of Doncaster Grammar School insists that every boy during his "current affairs" course must read a copy of *Hansard* right through. *Every* boy, not only the delinquents. *Hansard* is not an excellent substitute for 100 lines of Virgil. On the contrary, Mr. Best realises that this item in his curriculum is valuable in that it will leave his boys few illusions about politics and a very good idea of how banal the average House of Commons speaker can be. A boy going out into the world should face the facts of life. The House of Commons is a fact, and *Hansard*, read in cold blood, reveals it without its curls and make-up. (But perhaps some of the speeches might seem almost more banal if the boys could actually hear the speaker making it.) Doncaster Grammar School is a fine school and affords a fine education in a city which is not famous for its culture or artistic amenities. The average home library is small, and some, I dare say, of the more thumbed volumes are devoted to horseflesh and the sport of kings. I pass through Doncaster twice a year and know it best as a physical bottleneck. Mr. Best is doing his best to enlarge its intellectual bottleneck the hard way.

THE OLD STAGER

DIAMOND MILLIONAIRE OPENS NEW OFFICES

BIRTHDAY PICTURE OF SIR ERNEST OPPENHEIMER AND HIS WIFE: Sir Ernest Oppenheimer, the South African diamond millionaire, celebrated his seventy-seventh birthday last Wednesday. To mark the occasion he opened the new offices at Holborn Circus of De Beers and the Anglo-American Corporation of America, the large diamond combine of which he is the chairman. The new offices stand on the site of the old building which was destroyed during the blitz. Lady Oppenheimer was present with her husband and the large gathering included many members of the Oppenheimer family and Mr. Adlai Stevenson, the leader of the American Democratic Party, who was in London during his tour of Europe and Africa. After he had unveiled a plaque, Sir Ernest described how he had built up the resources of the diamond industry since the depression between the wars. He described the new building as "a sign of the resurgence of London."

SOMERSET MAUGHAM TO MUSIC

On left—
THE WORLD PREMIERE OF "THE MOON AND SIXPENCE": From left to right in the new opera at Sadler's Wells are Chin Yu (Ata), John Hargreaves (Charles Strickland), Edith Coates (Mrs. Johnson-Tiare), and Owen Brannigan (Dr. Coutras). The opera of Somerset Maugham's novel, which he based on the life of Gauguin, was composed by John Gardner, with libretto by Patrick Terry and designs by Leslie Hurry. It is the first opera to be commissioned by Sadler's Wells, as well as being John Gardner's first full-length operatic composition; Patrick Terry's first libretto; Peter Hall's first venture as a producer of opera, and—Chin Yu's first appearance in opera. The Anglo-Chinese actress, however, does not sing.

THE ROYAL AIR FORCE CANBERRA TAKES OFF : The Canberra P.R.7 is about to leave London Airport on the first leg of its flight from London to Tokyo and back. On its return journey the bomber established a new record. The Canberra took off from London at 8.10 a.m. on Thursday, May 23. Although on the outward flight it was delayed by fuel-pump trouble in Alaska, it nevertheless touched down at West Malling, in Kent, at 11.20 p.m. last Saturday. It was then announced by the Royal Aero Club that the bomber had set up a new flight record by covering the distance of 5,942·5 statute miles from Tokyo in a total of 17 hours 42 mins. 2·4 secs. The bomber's average speed for the journey was 335·7 statute miles an hour. The previous record of more than 94 hours for the London–Tokyo round trip was established in 1937 by a Japanese aircraft, but the Canberra claimed no record for the outward flight. During the Tokyo-London journey the Canberra spent 1 hour 40 mins. on the ground, giving a flying time of roughly 16 hours 2 mins. There were different crews of the R.A.F. for the outward and return flights.

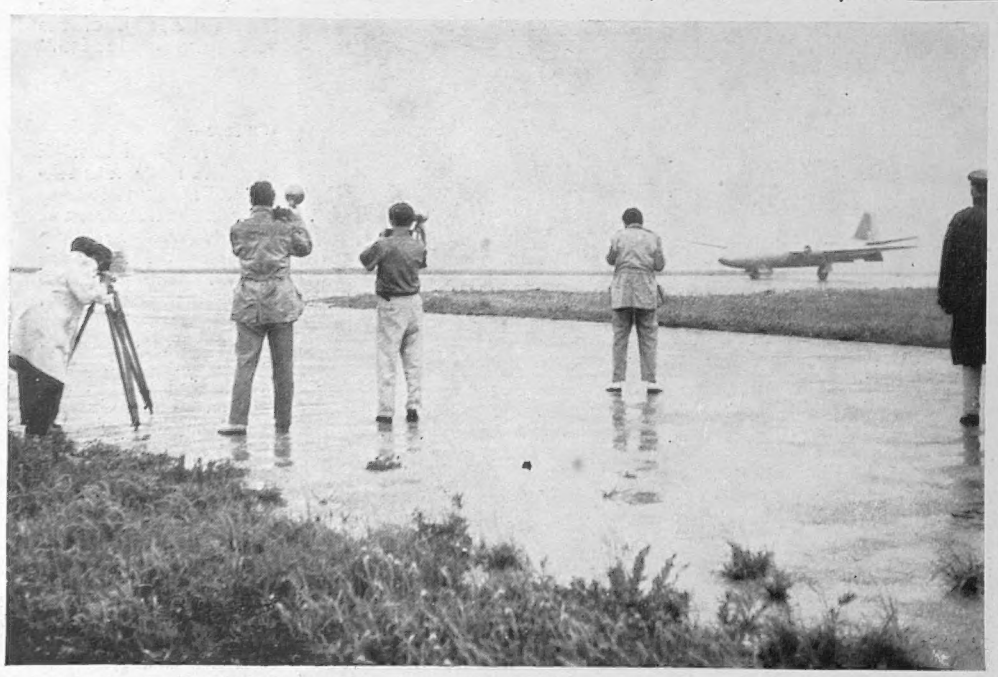
NEW TOKYO-TO-LONDON AIR RECORD

An R.A.F. Canberra's Flight of 17 hours

A RIDE IN A "PED-SHAW" : The return crew try out the speed of a "ped-shaw" in Marunouchi, which is Tokyo's business section. Shown in the "ped-shaws" are Wing Commander W. Hoy, Flight Lieut. P. Lagesen and Flight Lieut. Denis.

PRESS CONFERENCE IN TOKYO : Wing Commander R. F. Harman, the pilot of the Canberra, speaks to the Press shortly after arriving in Tokyo. In the centre is Squadron Leader B. Hamilton, the navigator, and next to him is Flight Lieutenant H. Hopkinson, who was co-pilot.

THE RETURN CREW RELAX : A kimono-clad waitress demonstrates how to use chopsticks to members of the return crew as they relax in a Tokyo restaurant while awaiting the arrival of the jet bomber.



THE ARRIVAL AT TOKYO : Cameramen are on the landing strip to record the arrival at Haneda Airport, in Tokyo, of the Canberra jet bomber after the flight from London. The aircraft was delayed because of fuel-pump trouble, and had to return to Fairbanks, Alaska.

CONGRATULATIONS FOR THE CREW : Mr. W. Harpham, the British Minister in Japan, is seen shaking hands with the crew of the Canberra, Aries V, after its touch-down on the tarmac of Haneda Airport, Tokyo.

THE NEWS IN PICTURES

PRINCESS MARGARET IN SOUTH WORCESTERSHIRE: Wearing the uniform of Chief Ranger, she is walking between lines of Girl Guides as she arrives at Hindlip Hall. She reviewed over 3,000 Guides and attended a camp fire. Among her other engagements during her recent tour of South Worcestershire she visited the Dr. Barnardo's Home at Hallow Park, outside Worcester.

THE CONVALESCENT PRINCE: The Duke of Cornwall drives away from the beach at Holkham, Norfolk, during his stay at Holkham Hall, the residence of the Earl of Leicester. He went to the sea to recover from the removal of his tonsils and adenoids.

CRISIS IN HAITI: Major-General Leon Cantave, Chief of Staff of the Haitian Army, is carried shoulder-high by enthusiastic troops in the capital, Port au Prince. He has been one of the central figures in the political crisis reported to be temporarily solved by the proclamation of a new provisional President.

EAST GERMAN-CZECHOSLOVAK DECLARATION: A document is being signed in East Berlin by Mr. Siroky, the Prime Minister of Czechoslovakia, and Herr Grotewohl, the East German Prime Minister. Herr Ulbricht (with beard and spectacles), the First Secretary of the East German Communist Party, stands to the left behind Herr Grotewohl. The Czechoslovak Premier was concluding a visit to Berlin. The declaration approved the suggestion for a neutral zone in Central Europe.

THE SWEARING-IN OF THE NEW AUSTRIAN PRESIDENT: Tanks pass along the Ring in Vienna during the military parade which followed the swearing-in of Dr. Adolf Schärf to his office as President of the Republic. On the left is the Parliament building. *On right*—Dr. Schärf sits on the floor of the House of Parliament before the rostrum and surrounded by members during the ceremony in which he took the oath as President. He succeeds Dr. Koerner, who died suddenly last January. In the nation-wide election a few weeks ago, Dr. Schärf, the Left Wing candidate, gained a small majority over Professor Denk, his Right Wing opponent.

THE NEWS IN PICTURES

THE FIRST MEETING OF THE NEW ITALIAN CABINET : Signor Adone Zoli (at head of table on left), the Prime Minister, presides in Rome over the first meeting of his Cabinet. On his right, round the corner of the table, is Signor Pella, the Foreign Minister. The Zoli Ministry of Christian Democrats has next week to face its first test—a vote of confidence from Parliament.

THE PRIME MINISTER TAKES THE OATH OF OFFICE : Signor Zoli reads the oath before Signor Gronchi, the President of Italy, in the Quirinal Palace. The new Italian Prime Minister was Minister of the Budget in the Segni Coalition to which his Government has now succeeded. Signor Zoli has formed his Ministry from his own party, the Christian Democrats, which has a minority in the Italian Parliament, but it is hoped that it will command the support of some other parties.

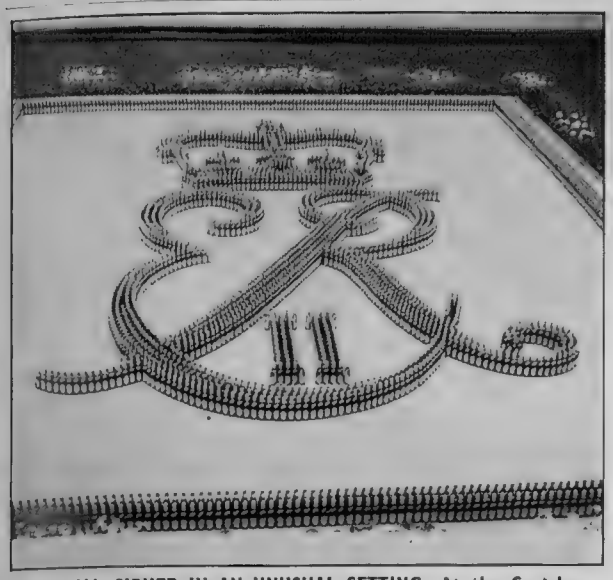
PROTEST MARCH IN CAPE TOWN : Headed by drummers of a band of a youth organisation, demonstrators against the South African Native Laws Amendment Bill parade through the streets of Cape Town. Clergy were among those taking part and the object was to protest against the clauses in the Bill segregating Europeans and Africans in church worship.

NEW LIGHTS FOR THE FACE OF BIG BEN : The workmen are installing one of the fifty-six cold cathode lighting tubes which are to be used to illuminate the four faces of Big Ben. Fourteen tubes behind each of the faces will give them a whiter appearance than previously.

AN ANGLING INTERNATIONAL MATCH IS HELD IN TORRENTIAL RAIN : A general view of the scene at Kinross Pier as boats set out for the angling match on Loch Leven. England, Scotland, Ireland and Wales each sent teams of twelve and the competitors spent eight hours fishing for trout. England's team won the competition.

THE REVIVAL OF AN ANCIENT CUSTOM IN HERTFORDSHIRE : Councillor J. M. Keyworth, Chairman of Barnet Urban District Council, leads a group of children and adults during the ceremony of beating the bounds of the parish of Chipping Barnet. They are carrying willow wands. The ceremony was last held in the parish in 1933.

THE NEWS IN PICTURES



THE ROYAL CIPHER IN AN UNUSUAL SETTING: At the Carlsberg Breweries, in Denmark, nearly 5,000 gold-topped bottles of export beer have been arranged to form the Royal cipher E.R.I‡. The design, framed by masses of flowers, was in honour of the visit by the Queen and Prince Philip. The Royal visitors, accompanied by the King and Queen of Denmark, toured the plant and saw various stages in the production of the beer. Before leaving the breweries for the Carlsberg Residence of Honour, they saw four huge Jutland horses which haul loads of beer through the city. The profits of the breweries are used for the benefit of art and science. Further pictures of the visit to Carlsberg are in the Denmark section on pages 345 to 348.

PREPARING FOR A ROYAL VISIT: H.M.S. *Maidstone*, the submarine depot ship, sails under the Forth Bridge during the journey from Rosyth to Cromarty, in the Moray Firth, where the Queen had arranged to visit ships of Britain's Home Fleet on her return from Denmark.

THE OPENING OF THE GENERAL ASSEMBLY OF THE CHURCH OF SCOTLAND: A general view of the scene in the Assembly Hall, in Edinburgh, looking towards the Throne Gallery during the initial proceedings. The Lord High Commissioner, Mr. Walter Elliot, wearing the dress of a Privy Councillor, is standing in the place of honour in the throne gallery, and immediately below him is the Right Rev. Dr. G. F. MacLeod, the newly-elected Moderator of the Church of Scotland. One of the most important items before the Assembly was the report of the Inter-Church Relations Committee concerning bishops-in-presbytery, and relations with the Anglican Communion.

WELL-KNOWN PERSONALITIES IN THE CHURCH OF SCOTLAND: On the left is the Very Rev. Dr. R. F. V. Scott, the retiring Moderator, and on the right, the Right Rev. Dr. George MacLeod, who has succeeded him. Dr. George MacLeod is well known as the Leader of the Iona Community.

On right—

MR. ADLAI STEVENSON ON HIS TOUR OF EUROPE AND AFRICA: The leader of the American Democratic Party is seen in London before going to Oxford to receive the honorary degree of Doctor of Civil Law. After his stay in England, during which he was also to attend a reception given by the English-speaking Union, Mr. Stevenson had arranged to fly to Africa.

THE GERMAN DEFENCE MINISTER IN BRITAIN: Dr. Franz-Joseph Strauss, the Federal German Minister of Defence, inspects the Royal Air Force guard of honour at Northolt Airport on his arrival for talks with Britain's Minister of Defence. The two Ministers discussed details of Western defence relating to the two countries and to N.A.T.O. Dr. Strauss has said that the Federal Government has no intention of producing its own nuclear weapons.

THE NEWS IN PICTURES

THE PRIME MINISTER ADDRESSES 6,500 WOMEN CONSERVATIVES AT THE ALBERT HALL: On the first occasion since becoming Leader of the party that Mr. Macmillan has spoken to so large a gathering of women supporters, he made great emphasis of his support for Mr. Selwyn Lloyd as Foreign Secretary. That Mr. Lloyd was in Denmark, in attendance on the Queen, gave the Prime Minister the opportunity "to say one or two things he would hate me to say to his face." He spoke of Mr. Lloyd's stout heart and cool head during the Suez incident, and said that, like Sir Anthony Eden, he found him a "loyal and sagacious colleague." Mr. Macmillan withstood some interruptions from the League of Empire Loyalists, but these were not serious, and one was neatly turned by his remark: "We must not just talk about the Empire, we must not just interrupt about the Empire. We must act."

CELEBRATING THE THIRTIETH ANNIVERSARY OF THE FIRST SOLO ATLANTIC FLIGHT: Major Robinson Risner, of the U.S. Air Force, arrives at Le Bourget in his jet F 100 F Super Sabre after following the same course as Colonel Lindbergh flew in 1927. He covered the 3,600 miles in 6½ hours—27 hours less than was taken by the original *Spirit of St. Louis*. The F 100 F, which was flown for the first time last August, is the first of its type to cross the Atlantic and is now on "static display" at the Paris Air Exhibition.

THE FALL OF THE FRENCH GOVERNMENT: *Left*—M. André Le Troquer, the President of the National Assembly, makes a statement to the Press. He had just had an interview with the French President, M. Coty, regarding the fall of the French Government. *Right*—M. Mollet (centre) makes his way to his car after handing in his resignation as Prime Minister to M. Coty. The Mollet Coalition had lasted longer than any other French Government since the war, having held office for sixteen months. It was defeated in the National Assembly on Tuesday of last week on a vote of confidence regarding new taxes by 250 votes against 213. In spite of efforts by President Coty to retain M. Mollet in office, the defeated Premier insisted on standing by his wish to resign.

THE OXFORD STREET FIRE IN WHICH FOUR WOMEN JUMPED TO SAFETY: Crowds gather to watch firemen control one of the worst fires in the West End of London since the war. The flames seem to have started on the ground floor and soon enveloped four floors of a dress shop and workrooms. Nine women were in the building, but five managed to get away. The remaining four climbed to the second floor, from which they jumped about 30 ft. Canvas sheeting was held to break their falls. Three were detained in hospital with burns and shock; the fourth was allowed to go home after treatment for burns on her arm and back. Twelve fire-engines were engaged and the area was closed to traffic during their operations.

SEARCHING FOR TREASURE IN THE TOWER OF LONDON: A general view of the scene as excavations take place below the boiler-room in the Governor's residence during the search for treasure said to have been buried by Sir John Barkstead, a 17th-century Lieutenant of the Tower. A search was also to be made at the Bell tower, another site regarded as being a likely hiding-place. The dig and the results may also settle theories about the existence of the 11th to 12th-century bank and palisade.

THE ROAD ABOVE THE FAMOUS TUNNEL THROUGH THE ALPS: Deep below the serpentine highway over the St. Gotthard Pass runs the St. Gotthard railway tunnel. The first of its kind to be bored in Switzerland, it was opened to traffic on June 1, 1882. It is 9 miles 562 yards in length. Besides a vast volume of passenger traffic, some 18,000,000 tons of freight and over 116,000 motor vehicles on specially constructed trucks are carried through annually.

ST. GOTTHARD ANNIVERSARY

The Great Alpine Tunnel, which is One of Europe's Main Traffic Arteries, was Opened Seventy-five Years Ago

By JOHN STEEL

The tunnel beneath the St. Gotthard Pass is familiar to hundreds of thousands of travellers from Central Europe through Switzerland to the south and vice versa. A unique project, which demanded great engineering skill and courage when built seventy-five years ago, it continues to fulfil an invaluable function. Besides passengers and freight, thousands of cars are carried through it each year.

ONE beautiful summer's day towards the end of July 1775, the inhabitants of Airolo, the small Swiss village at the south, or Canton of Ticino, end of the St. Gotthard Pass, were amazed to see an immaculately dressed Englishman driving a two-in-hand down their main street. His clothes bore the unmistakable cut of St. James's and in his right hand he held an immense umbrella! Despite the blazing heat the driver appeared to be as fresh as the proverbial daisy, and he was obviously in excellent form. The same could hardly be said about the attendants who accompanied him.

So ended the wealthy Mr. Greville's wager that he would be the first person to travel in a wheeled vehicle from Göschenen to Airolo over the dreaded St. Gotthard Pass. Just three days previously he had begun his journey, having made a bet he would complete it with the reins held in one hand and his umbrella in the other.

Time and again the sweating, heaving peasants who accompanied him had to dismantle the carriage when it encountered an immovable object that even the redoubtable Mr. Greville could not circumvent.

Meantime, Mr. Greville, tireless as ever, eagerly searched the mountainside for Alpine crystals—a hobby much in vogue in those days! Finally, in despair, his guides offered to carry the carriage in separate pieces as far as Airolo, but Mr. Greville, a man of the highest principles, was not tempted, and triumphantly fought on to the bitter end.

Thus did an elegant English eccentric, one of that select band of aristocrats who made the Grand Tour, draw attention to the possibilities of the St. Gotthard Pass as a major traffic route between Northern and Southern Europe.

From time immemorial, the Pass had been used by mule trains of merchants, soldiers and pilgrims, but no proper road wound over its terrifying mountains. Twenty-five years after Mr. Greville's feat of endurance, when Switzerland was the battleground of French and Russian armies, the French destroyed the famous Devil's Bridge at a highly strategic point on the Pass, in an effort to delay the advancing troops of Suvorov, the Russian Commander-in-Chief. Eventually Suvorov's adventure on the St. Gotthard was to cost him 7,000 men, to whom a monument still stands near the Bridge.

Many years were to pass before any serious attention was given by the authorities to easing the terrors of this most savage of Swiss mountain passes. Indeed, as late as 1837, Balzac, who crossed it with 15 ft. of snow on either side of the track, wrote that, "My journey was both wonderful and horrible. But it was well worth making. It was somewhat like our defeat in Russia; happy the man who has seen the Beresina and is still alive to tell the tale, safe and sound!"

By 1847, however, despite the completion of a good metalled road over the Pass, the journey to Lucerne from Milan still took thirty-one hours, and that only by the fastest stage-coach.

The need for a tunnel had become more vital than ever, and this was at last urged in a report made by the Canton of Lucerne to the Swiss Federal Council in 1860. Their report wondered, with every justification, how men, knowing as they did the difficulties and the dangers of the Pass, particularly in bad weather, were still willing to use it for the transportation of goods. Furthermore, it stressed in the strongest possible terms that something must be done to improve such appalling conditions.

Eventually, in 1860, the St. Gotthard Railway Committee was formed under the chairmanship of Dr. Alfred Escher, of Zurich, who was not only a great railway pioneer, but also a man of vision. Under his direction the project for the tunnel gradually crystallised. As originally envisaged by an engineer named Keller, the line was to run from Flüelen, on Lake Lucerne, to Lake Maggiore in Italy, with a nine to ten-mile tunnel across the St. Gotthard.

It was not until 1869, however, following endless arguments by the Northern Swiss Cantons that the tunnel would encroach upon their rights, that any definite scheme showed signs of materialising. Notwithstanding

(*Continued on following pages*)

ST. GOTTHARD ANNIVERSARY

(*Continued from previous page*)

the active opposition of other interested railway companies who put forward several alternative routes—their plans at one time seriously threatened Swiss unity—authority was finally given for the line to be constructed through to Chiasso, near Lake Como, traversing the Ticino Valley and the shores of Lake Lugano. This decision was directly influenced by the wish of the Canton of Ticino—Switzerland's most southerly and Italian-speaking Canton—that it should not be isolated any longer from the main body of the Swiss Confederation.

Three nations participated in the financial agreement which was reached in 1871, whereby Italy covenanted to contribute 45,000,000 Swiss francs towards the cost, with Germany and Switzerland each giving 20,000,000. As the English £ was then worth approximately 24 francs, it will be seen that a very considerable sum of money for those days was involved.

Work actually began on October 1, 1872, under the direction of Louis Favre, of Geneva, as the Chief Engineer. Favre undertook to complete the task in eight years at a total cost of 55,850,000 francs. The terms of the contract included a clause that a bonus of 5,000 Swiss francs would be granted for each day gained on the stipulated date of completion, and a fine of a similar amount was to be levied against the contractors for every day required beyond that date.

Fate was to play a strange part during the operation, for just as the French engineer Sommeillier, the conqueror of the Mont Cenis, built eleven years before, died at work, so was Favre to die in the St. Gotthard.

On July 19, 1879, as Favre was carrying out his usual round of inspection, he suddenly collapsed in the arms of his chief engineer, Stockalper, and died of apoplexy. His death was keenly felt by all, for his courage in the face of immense difficulties had been a constant source of inspiration to the tunnellers.

Twenty years later fate struck again. At that time Brandt, a young engineer who had worked under Favre in the St. Gotthard, was engaged as Chief Engineer on the Simplon Tunnel, then in course of construction. Brandt, unhappily, never lived to see the completion of his greatest achievement, for he, too, died of a stroke inside the workings.

Although, in the main, the boring of the St. Gotthard constituted no such major engineering problems as were experienced in the Simplon and Lötschberg tunnels, work was not completed until February 29, 1880. Early that morning the men working on the southern face heard the party advancing towards them from the north. Following on a dramatic silence, they exchanged signals, then the last partition of rock dividing them was pierced by a drill. Through the narrow opening Louis Favre's photograph was thrust. On it was written, "If any man deserves to pass through first, it is the man who was our employer, our friend and our father."

Shortly afterwards Stockalper's words, "Gentlemen, we are through at last," were flashed to an eagerly awaiting world. Switzerland's first great Alpine tunnel was finished, but the price paid had been high: 66,500,000 Swiss francs had been expended, 177 men had lost their lives, as well as 400 being disabled through injuries or sickness.

The total length of the tunnel is 9 miles 562 yards; it reaches a maximum altitude of 3,786 ft. in the centre, with the road across the Pass 3,145 ft. above it. Towering over the railway is the snow-clad peak of the Kastelhorn, close on 10,000 ft. high, which makes one realise the tremendous skill required in the boring of the St. Gotthard.

From the time of its opening to passenger traffic on June 1, 1882, all trains were hauled by steam locomotives; although plans for electrification were drawn up before the First World War, it was not until 1920 that the mountainous section between Erstfeld and Airolo was electrified. The remaining section to Chiasso, which is celebrated for its amazing spiral tunnels, was finished in 1922. It is interesting to note that both the Simplon Tunnel, which was opened in 1906, and the Lötschberg in 1913, were electrified from the beginning.

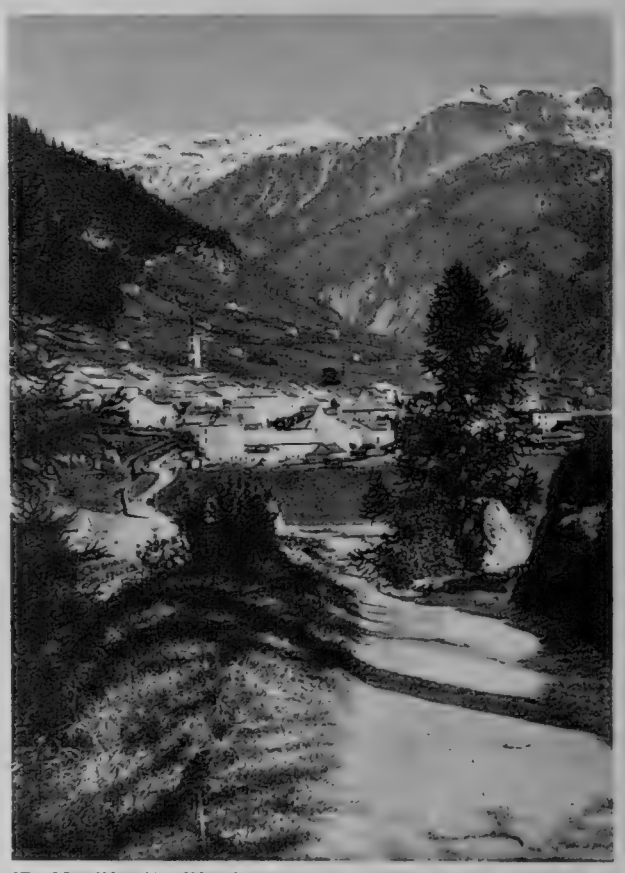
Though the cost had been great in terms of human effort, the benefits to Switzerland's economy and the whole of Europe were immense from the very start. A total of 1,056,243 passengers and 469,611 tons of freight were conveyed in the first twelve months as opposed to the 61,548 passengers carried annually by the St. Gotthard stage-coaches! By 1908—3,860,209 passengers, and 1,614,840 tons of freight was the annual figure.

Nowadays something like 18,000,000 tons of freight goes through the tunnel every year, not to mention 116,010 motor vehicles that are taken from Göschenen to Airolo, and vice versa, in specially constructed vehicles.

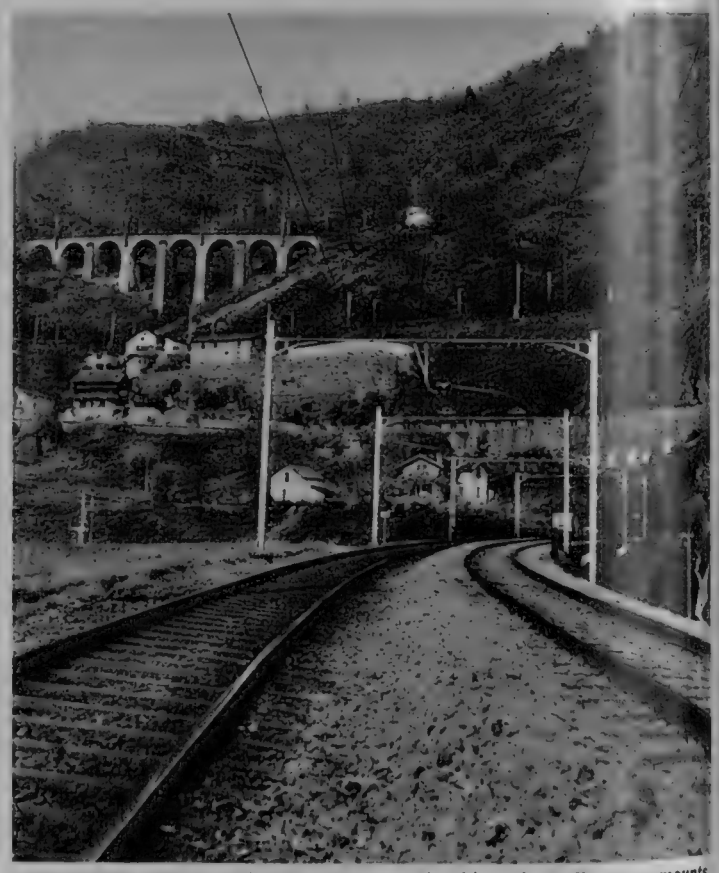
With so many plans in vogue for road tunnels through the Alps, St. Gotthard Tunnel obviously continues to render an invaluable service to motorists. At a time, too, when the railways of Europe are making an all-out effort to compete with air traffic, it is noteworthy that the fastest train between Basel and Milan covers the distance in under six hours. Thanks to the tunnel, the railway administrations of Germany, Italy and Switzerland can still attract a most substantial share of traffic.

THE ST. GOTTHARD LINE SOUTH OF THE TUNNEL: Amid magnificent scenery, it crosses the causeway over Lake Lugano at Melide. One of the important benefits of the tunnel is that it enables traffic from the north of Switzerland to pass through rapidly to Italy. The St. Gotthard line was entirely electrified by 1922.

BRIDGES ARE ESSENTIAL IN ... stream near Airolo, in 1872 ... under the

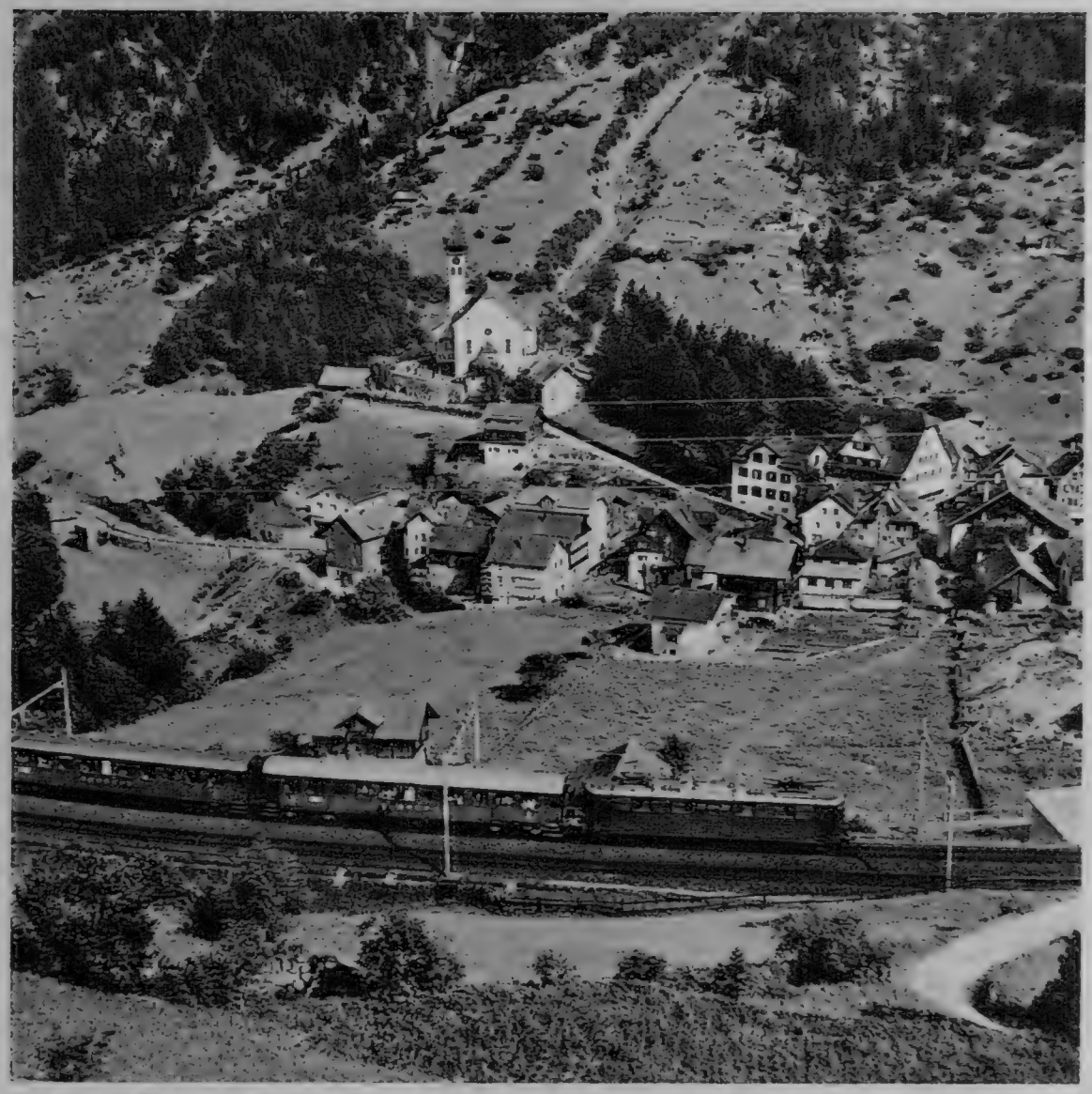


ST. GOTTHARD'S GUARDIANS: The mountains have for centuries formed a vital bastion in Swiss defence. The strategic importance of the tunnel is jealously guarded by them.



OVERCOMING THE MOUNTAIN SLOPES: At Biaschina the railway surmounts a cliff by spiralling at three heights. The lines are in foreground, halfway up (marked by electric cables), and on the viaduct left background.

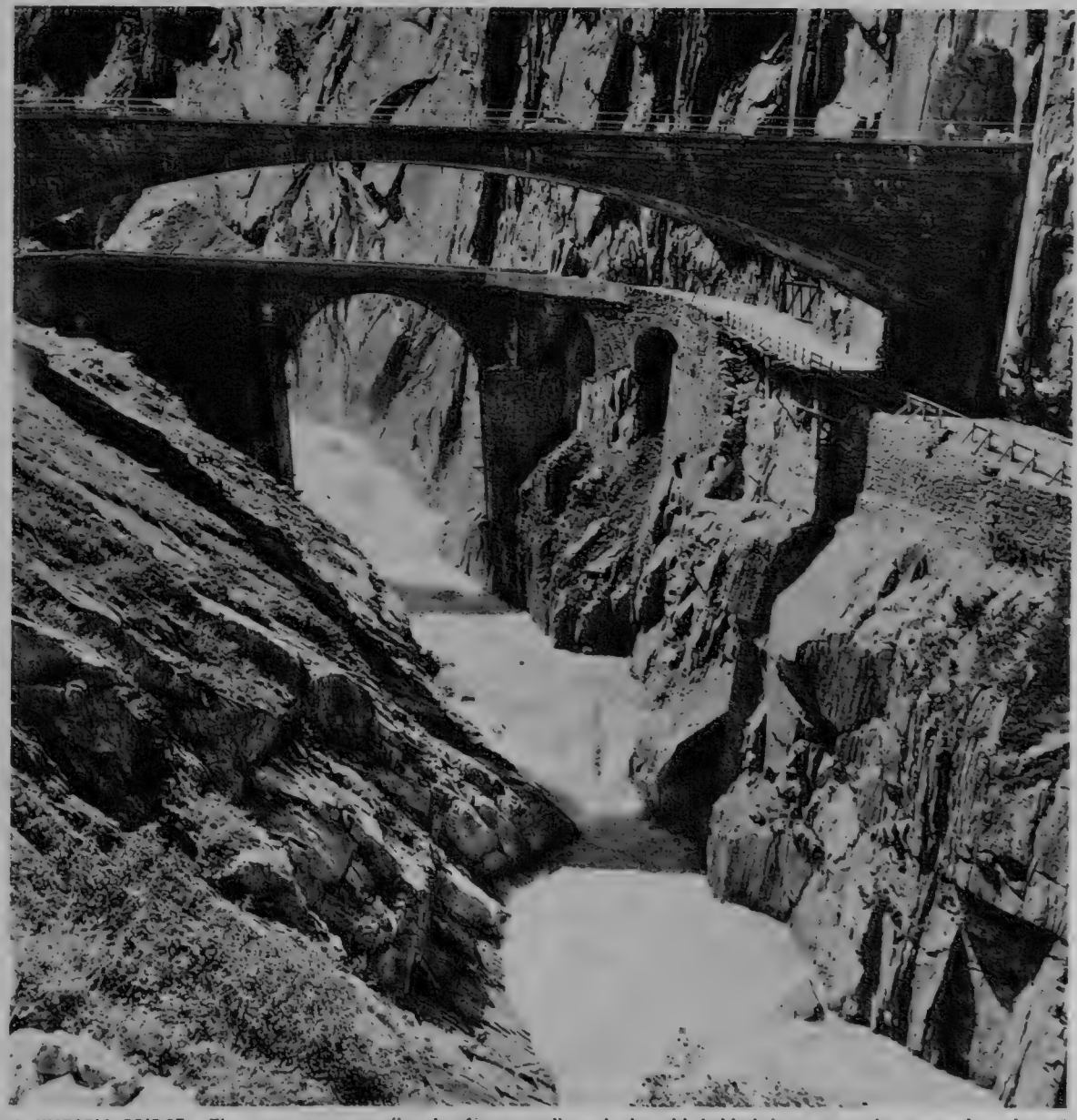
THE MOUNTAIN VALLEYS: The train is crossing a swiftly-flowing river near the southern end of the tunnel. Work on the tunnel started in 1872 under the direction of Louis Favre, who died before the project was completed.



NEAR THE NORTH OF THE TUNNEL: Wassen is typical of the many picturesque mountain communities through which the St. Gotthard railway passes. The tunnel itself is the central point of the project, which included the construction of the line south through the Ticino Valley to Chiasso, by Lake Como, on the Italian border.

AT THE NORTHERN END OF THE TUNNEL: The train emerges from beneath the mountain near Göschenen. The journey through the tunnel takes about ten minutes.

On June 18 of this year, a special train composed of fifteen carriages of the most modern type of the Swiss Federal Railways will convey 600 guests from Lucerne to Bellinzona, capital of the Ticino. At Göschenen, this train will stop for a moment in order that the party may see drawn up on a near-by siding the original train which made the first journey through the tunnel in 1882. It will again halt at Airolo before the memorial erected to the 177 workers who died in the tunnel. In Bellinzona, both Houses of the Swiss Parliament and delegates from foreign railways will be met and entertained by the Government of the Canton of Ticino, who are holding a series of festivities to mark the seventy-fifth anniversary of the line which has brought so much prosperity.



A HISTORIC BRIDGE: The new structure (in the foreground) and the old behind it are at the strategic point of Devil's Bridge in the St. Gotthard Pass. In past centuries this was one of the very few ways over the mountains. A plaque commemorates the victory of the French over the Russians under Suvarov here in 1799.

CHERRY-BLOSSOM TIME IN JAPAN

An Old Custom Among the People of Nippon

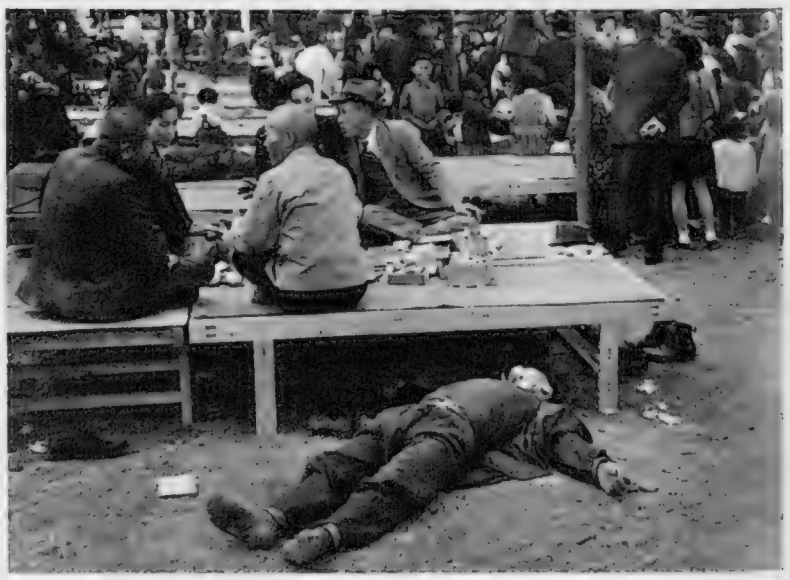
WAITING FOR THE BLOSSOM TO FALL: A girl holds her hand outstretched beneath a tree in the Ueno Park in Tokyo. Each year the blossoming of the flowering cherry means informal celebrations all over Japan.

IN A PARK IN THE JAPANESE CAPITAL: Crowds are gathered where the cherry-trees are blossoming. What many foreign visitors to Japan often regard as an official festival or "Bank Holiday" is, in fact, a spontaneous demonstration by the people every year to welcome the coming of summer.

A PROFITABLE OCCASION FOR SEEKING ALMS: Two beggars, wearing basket hats, stand by a group celebrating the blossom. It is probable that the mendicants will play flutes in the hopes of further stimulating the offerings. But at cherry-blossom time most people are in generous mood.

CHILDREN AT PLAY: The playground in Tokyo is surmounted by delicate arches of cherry-trees in flower.

MAKING THE BEST OF THE OPPORTUNITY: A child has gathered sprigs of blossom and placed some of them in his cap. His elders also adorn themselves in the same way.



AN EXCELLENT EXCUSE FOR A PARTY: *Left*—The end has come to a long and apparently well-provided picnic in honour of the cherry-blossom. Some members have decided that sleep is essential. *Right*—A cafe in the capital is also the scene of festivity, in which one man appears to have literally drunk himself under the table. It should not be supposed that all cherry-blossom celebrations are excessive but it will be noticed from these pictures that Japan suffers from the problem of litter and untidiness as much as any other country.

Cherry-blossom is a sign of spring and of the coming of summer in countless countries throughout the world. In the West the flowers are the harbingers of a fruit harvest. In the East, however, the bloom may be an end in itself. The flowering cherry, which bears no fruit, is a native of Japan, and is one of that land's most common trees.

The blossoming of these trees over wide areas in the four islands of Nippon is evidence that winter is past. The welcome given to this phenomenon by so many of the inhabitants often convinces foreign visitors that there must be some officially recognised "Cherry Blossom Festival." This is not the case. There are no state "Bank Holidays" nor religious celebrations associated with the blooms.

What does happen is a kind of spontaneous outburst of feeling among the inhabitants of communities. From vast Tokyo to the smallest village, men, women and children cannot resist the joy of spring which the blossom brings with it. So when work permits they go out under the trees and enjoy themselves.

One may see a young girl standing under a tree with her hands cupped, waiting to catch the falling blossom. Who knows what symbolism of romantic hopes this may imply? Or perhaps one comes upon a family party from Tokyo enjoying a picnic in the open spaces near their city, in much the same way that Londoners may go to Kew in blossom-time. Of course, there are also plenty of people who will accept any excuse for a party. For them cherry-blossom is just another reason for excessive drinking. Moreover such people should not be taken as the general rule.

The blossom is picked and worn in headgear or on clothes or taken into houses. It is said that the blossom should be left on the branch. It is not clear whether this belief stems from an opinion that the removal of the flowers may damage the trees or from a superstition that the plucking of cherry, like the picking of hawthorn or "may" in England, brings bad luck. However, one thing is certain. There can be no Japanese to whom the cherry-tree and its blossom does not have some significance. In a land where flowers are traditionally of importance, the cherry in bloom is pre-eminent.

WAITING TO BE RESCUED : Some of the passengers of a Solent flying-boat on charter from Aquila Airways, calmly on the wing of the aircraft in Pollensa Bay, Majorca, following a take-off crash. ... had put on life-jackets and climbed on to the wing after the flying-boat had struck an uncharted reef while ...g-off from Majorca for Southampton. There were fifty-seven passengers, including a boy aged eight, and ... waited on the wings for about twenty minutes until taken off in launches. They left later for Southampton ... relief flying-boat. The water at the time of the accident was calm and all the passengers were saved. ... the right background of this picture taken by one of the passengers is the trail of a smoke marker. The ...g-boat was not badly damaged and was expected to leave for England within a few days.

RESCUE AT MAJORCA

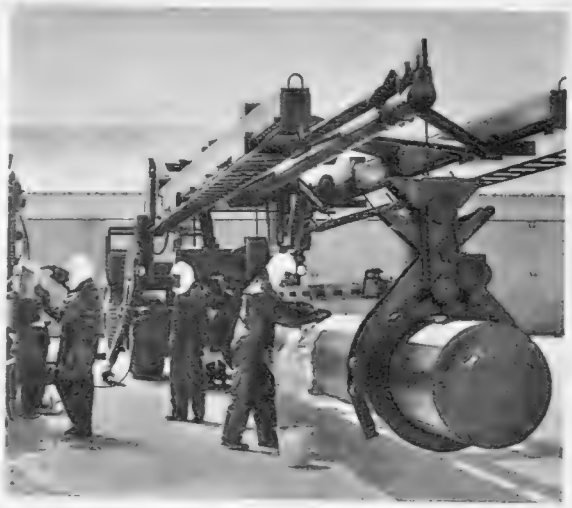
The Fifty-Seven Passengers of a Damaged Flying-boat are Rescued in Pollensa Bay

AN EVENTFUL END TO A HOLIDAY : *Left*—Some of the women passengers of the flying-boat, wearing life-jackets, have taken their places in one of the launches after sitting calmly on the wing of the aircraft for about twenty minutes. Other small craft are standing by to assist in the rescue operations. *Right*—A passenger is helped through a hatch in the roof of the Solent flying-boat to join the other life-jacketed men and women already waiting for the rescue launches.

THE BRITISH ARMY SHOWS THE "CORPORAL"

Demonstrating the Missile Supplied to the British Forces by America

THE 5-TON GUIDED MISSILE IS BROUGHT UP FOR FIRING: The *Corporal* is seen on its erector or transporter during the demonstration given at the Guided Weapons Wing of the School of Artillery at Larkhill, in Wiltshire. In order to fire it, the missile, which is 45-ft.-long, is raised on the boom and unloaded in the vertical position. The *Corporal* is being supplied by the United States to the Royal Artillery for training purposes. It is understood to have a range of up to 80 miles. Carrying a nuclear warhead (a conventional warhead would be uneconomical), it would be more devastating than a barrage by several batteries of artillery. Much preliminary calculation and testing is required before it can be fired. In flight, in which it can reach speeds of up to 2,000 miles an hour, it is controlled by a radar guidance system. The erector, which is also an American invention, is 9 ft. wide and of great weight, but it showed at the demonstration that it is capable of manœuvring easily to the firing-point. Some members of the Guided Weapons Wing have already done a nine-month course on the *Corporal* in America.



On right—

FUELLING THE ROCKET: The crews wear protective clothing and visors when fuelling the *Corporal* with nitric acid and aniline, which give the missile its propellant force. The substances are dangerous to the skin if handled without protective equipment, and their fumes are poisonous.

PREPARING TO COME OFF THE ERECTOR: The ramp on which the *Corporal* is carried on its erector is elevated. The crew waits for it to be slid off into the vertical firing position. The rocket needs no booster to launch it into the air.

THE SERVICING PLATFORM IN OPERATION: The mobile platform at the end of a trellis-work elbow enables adjustments to be made on any part of the rocket which has been unloaded from the erector in the firing position. Such final adjustment is the responsibility of the Royal Electrical and Mechanical Engineers.

READY FOR FIRING: The *Corporal*, with its crew standing by, is ready for the take-off. It was stated at Larkhill that the rocket "radically changes the conception of tactical battle."

AWAY SHE GOES: Up into the air soars the M.L. Utility, an inflatable wing aircraft, which recently underwent her maiden flight. The aircraft, built to perform at a low cost and ease of maintenance, is designed to use small fields. After flight, the wing can be deflated.

DELTA-SHAPED "RUBBER WINGS": The inflated wing aircraft banks in flight to show its wing form, which is entirely without rigid bracing and is in the form of an inflated fabric envelope. In this pressure is maintained to provide a stiff aerodynamic surface.

UNDERNEATH THE INFLATABLE WINGS: Fuel tanks are being fitted to the underside of the M.L. Utility, in preparation for the take-off. The wing carries the fuselage by means of a series of straps and toggles secured to the undersurface. The fuselage is mainly constructed of wood and has a "pusher-type" propeller fitted to the rear of the engine. The machine, which seats a pilot and passenger, has a top speed of 58 m.p.h.

On right—

ALL SET FOR THE TAKE-OFF: Mr. David Masters, the test pilot, sits at the controls ready for the first take-off. The control of this light aircraft is maintained solely by the machine's "elevons." These are operated by a cable and lever system which is connected to an inverted control column suspended from the top of the superstructure of the fuselage.

CHECKING THE HOSE ATTACHMENT: A hose is being carefully attached to the shapeless mass of flexible airtight material and when a pump is turned on the heterogeneous mass will slowly take the shape of an aeroplane. The M.L. Utility aircraft has no rigid bracing in the wings, which are entirely collapsible.

The inflatable wing" made its first flight at a demonstration at the White Waltham Airfield, in Berkshire, last week. One of the most remarkable features of this aircraft, which is called the M.L. Utility, is the delta-shaped wing, which can be inflated by a pump to a pressure of 2½ lb. a square foot in about 10 minutes. When deflated, the wing can be rolled up, packed into a kitbag and stowed into the fuselage nacelle for transportation. The control is exercised by means of "elevons," which combine the function of elevators and ailerons, and are operated by a cable and lever system connected to the control column.

INFLATABLE WINGS

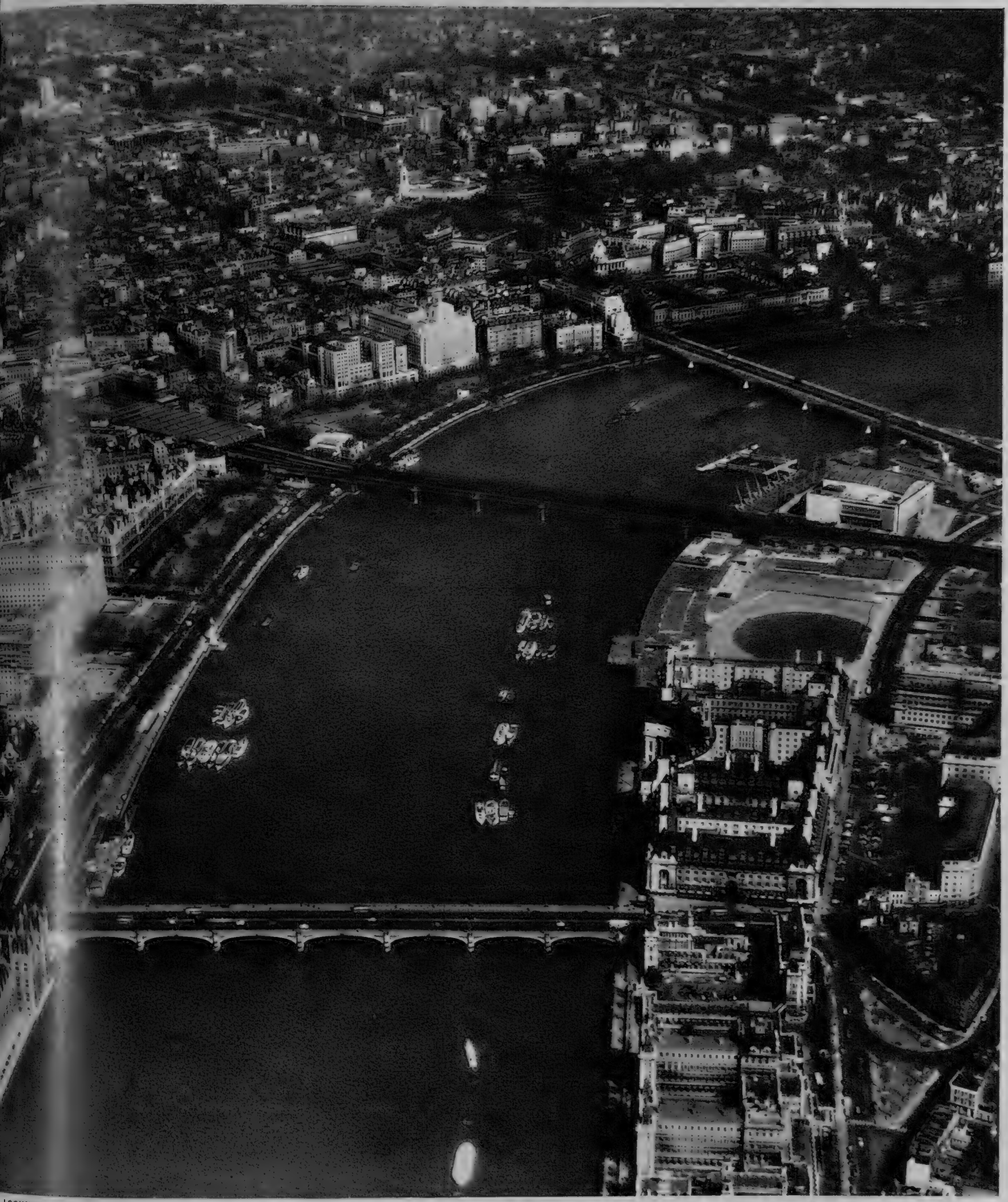
An Ingenious British Aircraft which Actually Flies

LONDON'S SOUTH BANK AS IT APPEARS FROM THE AIR: The site of the 1951 Festival of Britain, with Waterloo Station behind it, is soon to be developed. The area involved lies roughly between County Hall (on the right) and Waterloo Bridge, and is bisected by the Charing Cross Railway Viaduct. From Waterloo Bridge the riverside walk runs past the old shot tower, the landing-stage and the Royal Festival Hall, to Westminster Bridge and beyond. In the centre background of the picture is the tall chimney of the Bankside Power Station, which stands opposite St. Paul's Cathedral. All the pictures on these pages are by Aerofilms.

LOOKING ACROSS THE LONDON SPRAWL: Dominating the picture in the foreground is Waterloo Station. In the bottom right-hand corner are the buildings of the London County Council's Thames Well Estate, and in the left-hand corner is St. Thomas's Hospital. In front of County Hall, the home of the L.C.C., work is in progress on extensive extensions to the building.

LONDON'S RIVER

New Aerial Pictures of Central London Showing in Particular the Development Area Along the South Bank



LOOKING DOWN ON THE HEART OF LONDON: On the left are the Houses of Parliament and Whitehall, and on the right, across Westminster Bridge, are St. Thomas's Hospital and County Hall. Opposite County Hall, across the river, are the new buildings, known as Whitehall Gardens, being constructed for the Air Ministry. They stand on the site of the old Whitehall Palace. Looking beyond Charing Cross Station the big building between the railway bridge and Waterloo Bridge is Shell-Mex House.

In the aerial views of Central London which are reproduced on these pages, the vast development area along the South Bank of the Thames, opposite the Victoria Embankment, is clearly seen. Since the end of the war it has undergone a complete transformation. In the late 1940's the area was cleared and utilised as the South Bank site of the 1951 Festival of Britain. In addition to the many temporary buildings which were erected as part of the exhibition, the Royal Festival Hall was built as a permanent structure close to the Charing Cross Railway Viaduct, and the riverside walk was constructed to link Waterloo and Westminster Bridges. To-day the Royal Festival Hall and the old shot tower stand in lonely isolation surrounded by gardens or bare building sites. But this will not be for long, as the London County Council have devised a development plan for the area which will combine the characters of a business area and a centre for leisure and entertainment for Londoners and visitors.

The L.C.C. scheme includes a National Theatre, a small concert hall, a science centre and a hotel, as well as the Royal Festival Hall, which will remain in its present position. All these buildings will lie between the attractive riverside walk and Belvedere Road, which runs parallel with the river. Towering behind this group of buildings and standing on the site of the present B.E.A. Terminal, will be two enormous modern office blocks which will form the international headquarters of the Royal Dutch-Shell Group of Companies. The two office blocks, faced in Portland stone, will lie on each side of the railway viaduct, one upstream and one downstream. The former will be built on three sides of a square with the open side facing the river. Although most of the building will have eleven storeys, it will be dominated by a twenty-six-storey tower more than 330 ft. high. It will be by far the tallest administrative building in London. Two sides will stand on columns, allowing free passage beneath the building between York Road and Belvedere Road. Both the B.E.A. terminal and the shot tower are to disappear.

All the buildings on the south bank site will be linked to each other and to Waterloo Station by a series of promenades at different levels. Vehicular traffic will be kept separate and served by underground car-parks.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Smallholding with a Difference.—Smallholding is generally regarded as the least remunerative form of farming in this country. A man who has 5, 10 or 50 acres—unless he is a market-garden specialist in a favoured area—usually works sixteen hours a day, covers the ground with unsightly shacks and chicken-houses, and is lucky to earn a pound a week more than an agricultural worker. But he has his independence, you say. Well, he must have something, because there is still a long waiting list for county council smallholdings, but it does seem a high price to pay for working on your own.

There is, however, one group of smallholders in particular which during the last twenty years or so has put an entirely different complexion on this kind of farming. The Land Settlement Association was formed in 1934 in order to try to settle unemployed families on the land. The scheme was making fair progress when the outbreak of the war in 1939 altered the whole scope and aim of the undertaking. By then many of the tenants had returned to their old jobs in the mines and factories, where they were urgently needed, and the immediate purpose of the land was food production rather than the alleviation of social distress.

Since the war the policy of the Association has been directed to providing agricultural workers with holdings of their own, and to enable them to gain a better living from the land than was possible in ordinary farm employment.

How the Scheme Works.—The Land Settlement Association manages on behalf of the Ministry of Agriculture (in whom all property is vested) some 9,000 acres of land divided up into eighteen smallholding estates, located in over a dozen counties from Northumberland to Sussex. Holdings vary in size, but 5 acres is about the average. Most of them are devoted to horticulture (every tenant is provided with a glass-house), pigs and poultry. There are no dairy or corn farms, but a little general cropping is done to produce home-grown fodder.

Each tenant has a small modernly equipped house, such as you see illustrated on this page, with buildings, and pays about £75 a year rent for the entire holding. Altogether he will need nearly £2,000 working capital, but the Association will lend him as much as three-quarters of this sum on easy terms, which leaves him with the necessity to find £300-£500 of his own. More important is his aptitude and experience, and tenants are carefully chosen with this end in view.

From the very beginning, the scheme was run on co-operative principles, and this, I feel sure, is the biggest ingredient of success so far. Each tenant must buy his supplies and sell his produce through the Association, which thus ensures him favourable terms through its own bulk purchasing. At the same time, each estate has its own manager and trained staff for repairs, administration and expert advice; and there are also centralised services for packing and grading, for plant propagation, implements, etc. The standard of stock-keeping is high. Pedigree pig herds are maintained to supply reliable sows, and there is a stock boar service on each estate. Poultry breeding and rearing is carefully organised, and selected tenants made responsible for each section of this industry.

In terms of economics, tenants of the Land Settlement Association undoubtedly do well. The average cash income is equivalent to that of a small farmer with 100 acres of land, and a few are earning "four figures," more even than the specialists who are helping them, who are all reasonably paid. Socially I am not quite sure how it all works out. Do these estates form little colonies of their own, or do they integrate more or less harmoniously with the nearest village? Clearly the latter is the better course. The strength and attraction of any community lies in the variety of its components which weld together into a unity, far more vital than a collection of people who all have the same jobs and interests. Go into any village pub, outside the London dormitories, and you will find that this is true.

AT HOME ON A MODERN SMALLHOLDING IN LEICESTERSHIRE: This general view of one of the smallholdings on the Elmesthorpe Estate shows the house and part of the garden, and in the background a piggery and glass-house. Smallholdings vary in size, but 5 acres is about the average.

Ferries.—I wonder how many small ferries are still working in England? One hears of them now and again, generally when they are discontinued, in various parts of the country, and I suspect that quite soon there may not be any left at all. I am sure it must be difficult to make a small passenger ferry pay over, say, a river or a narrow estuary.

On the other hand, there is a legal side to the question, for rights-of-way operate over stretches of water just as they do over land. No one, I gather, is entitled to close a ferry unless he does so in a lawful manner. This may involve an application to the Ministry of Transport or even private legislation, such as the Bill now being promoted by Durham County Council to extinguish the Barmston-Coxgreen ferry. But that *does* seem really rather cumbrous!

"Farming Facts."—This is a bi-monthly bulletin of facts and figures about farming and rural industry published by the Association of Agriculture at 53, Victoria Street, S.W.1. Its importance lies not only in its accuracy and disinterestedness, but also in the fact that it is trying to tell townspeople about the realities of country life and work. Writing and speaking as I do, year in, year out, on rural subjects, I find it depressing always to come up against an essentially sentimental attitude to the English countryside. If we are to preserve, in the best sense, what remains of our rural civilisation, then we must try at all costs to avoid putting it in a museum.

National Parks are certainly necessary to allow our huge urban population to enjoy wild life and scenery. But really the only sure way of keeping all that is beautiful and vital is to allow the land to be farmed, or otherwise used as a means of living by country people. It is here that townspeople are so ignorant. They do not realise the sheer economic value of farming, forestry and rural industry, and are only aware of confusing information about subsidies and capital grants to farmers. Subsidies are really no different from import duties, both of which protect the home producer against unfair competition from abroad, and both come out of the taxpayer's pocket. Besides this, it is often hard to decide who is being subsidised—the consumer or the farmer—and, in any event, a great deal of imported food is already subsidised before it gets here. Although the British farmer has a long way to go to reach full efficiency, and he is certainly not complacent about it, the situation is not so simple as many townspeople like to believe.

Farming Facts, therefore, is an entirely unsentimental and accurate source of information about the economic value of country life, and should be compulsory reading by intelligent townsmen who care about the English countryside.

Westmorland Green Slate.—Apart from the famous Delabole slate in Cornwall, which has a lovely variety of greys and greens, my own feeling is that slate—especially Welsh slate—is an unsympathetic form of roofing. How repulsive, for example, are the rows of red-brick council houses with Welsh slate roofs glinting maliciously in the sunlight, or seeming so drab and sullen under the more usual downpour.

I am therefore glad to hear of another kind of beautiful-coloured slate, which is now being used quite extensively as roofing and facing stone for buildings. Mr. H. Fecitt, of Kirkstone, a well-known craftsman and businessman engaged in the industry, has sent me this note on the subject:

The rock is of volcanic origin and is found in the counties of Westmorland, Cumberland and North Lancashire. Deposits are small in comparison with limestones, sandstones and granites, and usually take the form of a vein of sound slate-rock bounded by coarser, harder rock on each side. The indications are that the veins were once open fissures or cracks, filled by molten rock of a fine grain. Later, tremendous pressures caused by earth movements gave the rock its chief characteristic, the cleavage, or splitting plane. The deposits or veins vary in width and are rarely more than 50 ft. wide.

The veins are worked in open quarries and underground chambers. Extraction of good, sound slate-rock is a costly business, owing to the coarser material which has to be removed simultaneously so that the slate is not damaged during blasting. The proportion of useless to sound rock quarried varies from 20-1 to 150-1. The existence of huge heaps of waste rock near each working is evidence of this expensive procedure, and no economic use has yet been found for it.

In the workings, holes are drilled into the rock by pneumatic drills and charged with gun-powder to blast out the rock in as large blocks as possible; these are then further reduced by light blasting or by hand tools. Each block will then vary in weight from 5 cwts. to 5 tons, before being conveyed to the sawmills.

Roofing slates made from slate-rock have been produced in the Lake District for at least 200 years, and up to 25 years ago they were the *only* product from the workings. Recently the slate has been used more and more for sawn slabs for general building work. Now, at least two-thirds of the rock quarried is used for cladding buildings with 1-in.-thick green slate slabs. It is even possible to obtain slabs up to 5 ft. by 3 ft. for this purpose, and the usual method is to secure them to the brickwork or concrete of a building by copper or bronze cramps.

Westmorland green slate will resist the action of the heavily acid-laden industrial city atmospheres for any length of time, and will always maintain its original fresh characteristic green colour. These qualities are unobtainable in any other natural building material, certainly in Western Europe and possibly even further afield.

PREPARING WESTMORLAND GREEN SLATE: A slab is being cut by a modern slate-saw which has a 60-in. diameter diamond blade. The saw has opened up new methods of slab-sawing, which are quicker and less wasteful than the traditional types of stone-sawing machinery. The demand for Westmorland green slate is increasing rapidly as the material gains wider recognition. This has caused a revolution within the industry, and the introduction of modern sawing and polishing machinery has become a necessity.

SAILING HOLIDAYS OFF SCOTLAND

Yachting on the Clyde; and a Converted Trawler in the Western Isles

LAUNCHING A DINGHY: It is being carried down to the water by a group on a sailing holiday on the Clyde, assisted by their instructor. Equipment and clothing are available for sailors at Hunter's Quay.

On left—

BEFORE THE WIND IN THE FIRTH OF CLYDE: The picture epitomises the enjoyment of sailing holidays on the Clyde, which are now available in a scheme sponsored by the Scottish Council of Physical Recreation as part of its policy of promoting healthy holidays of all kinds at reasonable cost. Two years ago the Council recognised the great demand for sailing holidays from Scottish resorts, so it instituted an instructional course in sail for beginners from the Royal Marine Hotel at Hunter's Quay, the headquarters of the Clyde Yacht Club's Conference. In the first summer of its operation over 180 people took advantage of this facility. Last year the number had more than trebled to 570. Recently the first course of this year's season—for instructors—has started.

CRUISING IN THE INNER HEBRIDES: The *Servabo* sails up the Sound of Jura during a cruise of the Western Isles and the lochs of the West of Scotland. The vessel is a 64-ton Brixham trawler which has been fitted out by the Laird of Appin, Lieut.-Colonel Archie MacAlpine-Downie, and is available for cruises organised by the Scottish Council of Physical Recreation. Twelve people are carried and instruction is given in sailing, the use of engines, elementary coastal navigation, and mooring and anchoring.

On right—

THE SKIPPER OF THE "SERVABO": Lieut.-Colonel Archie MacAlpine-Downie, the Laird of Appin, stands by Miss Ann Chichester-Constable, who is at the wheel. The ship sails on holiday cruises from the Clyde, round the Mull of Kintyre, up the Sound of Jura, to Oban.

HEADING FOR OBAN: The converted trawler nears the end of her outward voyage. The *Servabo* is rigged as an auxiliary ketch and is 70 ft. overall, with a beam of 16 ft. Individuals or a group of twelve can apply for passage in her.

THE ELGAR CENTENARY

The Birthplace of the Great Composer Near Worcester

In the next few days the Elgar centenary celebrations will be reaching their climax. Concerts from many parts of the country will be broadcast but it is only right that the chief interest should attach to the performances in Worcester. For it was at Broadheath, a few miles outside the city, that the composer was born on June 2, 1857.

Like all front-rank musicians, the child who was to reinstate English music in the eyes of the world came of musical stock. His father kept a music shop in Worcester and was organist to St. George's Roman Catholic Church. The boy often accompanied his father to the organ loft, and it was as an instrumentalist rather than a composer that he had his first ambitions. He learnt the violin and played it in local orchestras, soon graduating to the role of conductor. But a small group limited in its scope required special arrangements of scores to enable them to play them adequately, and it was in arranging Mozart, Rossini and others for the Glee Club that the young man had his first lessons in the fundamentals of orchestral composition.

His musical education was casual. But having determined to give up being articled to a solicitor and to concentrate on music as a career, Elgar went to London and continued his studies in the violin. More important, he applied himself wholeheartedly to the musical forms of Mozart, and a trip to Germany in 1882 added to his understanding of the great masters.

His first orchestral composition was performed at Birmingham in 1883, and from that date until the turn of the century was perhaps his best period. In 1899 he produced what are now known as the "Enigma" variations and a year later the sublime "The Dream of Gerontius." Such was the musical taste of England at the time that it was little noticed until in Germany Richard Strauss drank to the success of "the first English progressive musician, Meister Elgar."

From 1900 to 1920 his output included the two symphonies, the violin concerto and the symphonic study, "Falstaff." Also, of course, to this period belong four "Pomp and Circumstance" marches, one of which includes "Land of Hope and Glory." Although he was made Master of the King's Musick in 1924, he wrote no major work between then and his death in 1934.

Elgar was not possessed of the demonic energy of a Beethoven or a Mozart, and it may well be asked wherein lies his importance to English music. The answer is to be found in an appreciation of history. Before Elgar, England had had no native or indigenous composer for over a century. Indeed, although Handel spent most of his career in England, the last great composer who had been truly English was Purcell. In the nineteenth century foreign composers admired English taste and themselves came to England or sought English patrons, but the country itself seemed unable to produce a really original writer of music. There were a number of composers of church music and there was Sullivan (but when he tried to be serious he was disastrous).

It was Edward Elgar who changed this. He showed that an Englishman was capable of creating music. He was not quite a very great composer. There is a lack of individuality about his style, which contains many echoes of Brahms and Wagner. In fact, one rarely says of a piece of music "That sounds like Elgar," unless one is fairly sure that it is late nineteenth or early twentieth century and is unable to put any other name to it. But when one remembers his comparative lack of proper early musical training, his achievement is all the more considerable. And he was the forerunner of the very abundant modern school of English music.

As a personality he was like his famous Variations—something of an enigma. Some of his biographers have portrayed him as a snob. It is true that at the cottage where he was born at Broadheath, which is now a museum, there are cases of the honours and awards which were properly showered upon him and in which he took pride. The fact that there is an absence of decorations in, say, the Beethoven Museum in Bonn or the Schubert birthplace in Vienna, are reflections more on the societies in which those two geniuses lived unrecognised than on the men themselves. Elgar's character is best seen in the respect in which he was held until the end of his life by the orchestral musicians who played under his baton. He never forgot that he had himself started from the humblest musical beginnings. His underlying characteristics were a simplicity and humility, derived perhaps from the windows of the cottage at Broadheath looking over the sweep of the Severn to Worcester Cathedral.

A ROOM IN THE BIRTHPLACE WHICH IS NOW AN ELGAR MUSEUM: In this corner of the cottage at Broadheath, outside Worcester, where the composer was born on June 2, 1857, are portraits of Edward Elgar and personal mementoes.

A NATIONAL SHRINE: The exterior of the cottage at Broadheath remains much as it was 100 years ago. From the rear of the building, which houses many Elgar relics, there is a magnificent view over the River Severn to Worcester.

On right—
THE BIRTHROOM: The door leads into the room in which Edward Elgar was born. The old violin case by the table is a reminder that his earliest ambitions were to be a violinist, and that he studied for this purpose under a local teacher. The posters on the wall by the door are evidence of his emergence as a composer. The nearer bill advertises programmes for the Worcester Festival in 1890. The items included an overture by Elgar—the Froissart Overture.

HONOURS AND AWARDS: *Left*—**In the cabinet at Broadheath the Order of Merit conferred on Elgar in 1911 is on the left. Next to it is the insignia of his Baronetcy. Then in the foreground is the G.C.V.O. He was the first musician to be created an O.M.** *Right*—**Above the cabinet with the awards are certificates of honour and to the left a portrait of Elgar detailing his decorations.**

GALA PERFORMANCE

Royal Splendour in Copenhagen During the Queen's Three-Day State Visit to Denmark

THE SPLENDID SCENE INSIDE COPENHAGEN'S ROYAL THEATRE DURING THE GALA PERFORMANCE: Queen Elizabeth and Prince Philip, Duke of Edinburgh, are seen in the richly decorated Royal box with King Frederik and Queen Ingrid of Denmark at the Gala Performance given by the Royal Ballet on the evening of the second day of the State visit to Denmark. The close-up, *below*, of the Royal box shows the members of the two Royal families in conversation. As the Queen and the Prince entered the Royal box the audience gave three cheers and the orchestra played the British National Anthem. During the interval the Royal party went out on to the balcony of the theatre and waved to the crowd gathered in the Kongens Nytorv, one of the capital's impressive squares. For the visit to the theatre Queen Elizabeth wore a gown of flame satin with the bodice trimmed with moonstones cascading into the bouffant.

COPENHAGEN'S WELCOME

The City Greets the Queen and Prince Philip at the Start of Their State Visit

THE QUEEN ARRIVES IN COPENHAGEN: On arrival at Toldboden (the Custom House) she is accompanied from the Royal barge by King Frederik, and followed by Queen Ingrid and Prince Philip, Duke of Edinburgh. The Royal barge had made the short journey from H.M.Y. *Britannia*, where the Queen and her husband had been welcomed by the King and Queen of Denmark. After the introductions to the other members of the Danish Royal Family, the Queen inspected the guard of honour formed by 100 men of the Royal Life Guards, and then entered her carriage for the three-mile procession to Amalienborg Palace. the residence of the King.

On right—

AT THE START OF THE ROYAL PROCESSION TO THE PALACE: King Frederik helps the Queen to adjust her fur stole before setting out on the drive. On the morning of the arrival in Copenhagen the sky was heavy and grey.

HANDSHAKES AT THE WATERFRONT: The Queen and the Prince are seen during their meeting with official representatives at the welcoming ceremony at the Custom House. Her Majesty is carrying the bouquet of orchids which had been presented to her on arrival.

ON THE BALCONY OF THE PALACE: King Frederik waves his cap to the crowd below as his Royal guests, followed by Queen Ingrid, appear on the balcony of the Christian VII Palace at Amalienborg, where the Queen and Prince Philip were staying during their three-day State visit.

THE ROYAL PROCESSION PASSES THROUGH THE CROWDED AND DECORATED STREETS OF COPENHAGEN: In the Hussars, are Queen Elizabeth and her host, King Frederik. Queen Ingrid and Prince Philip, with old heir-presumptive to the Danish throne, follow in the second carriage. Towering in the background the Frederikskirke, or Marble Church. The Frederikskirke was begun in 1749, and after being left

AT THE LANDING-STAGE : A general view of the scene at the Custom House, showing the members of the two Royal Families and their attendants waiting to enter the carriages for the procession to the Palace. Photographers and cameramen are grouped on three sides and the Royal barge is alongside. Near the landing-stage is Edv. Eriksen's bronze statue of Hans Andersen's "Little Mermaid."

first carriage, with its escort of Royal
Princess Margrethe, the seventeen-year-
of the picture is the 263-ft.-high dome of
unfinished, was completed in 1878-94.

THE OFFICIAL GROUP AT THE CHRISTIAN VII PALACE: The Queen and Prince Philip pose with the King and Queen of Denmark and their three daughters. On the left is Princess Margrethe, who had just taken part in her first State procession. Standing between Queen Ingrid and Prince Philip is Princess Anne-Marie, and on the right is Princess Benedikte. The Christian VII Palace is one of the four residences at Amalienborg; and is reserved for Royal visitors from abroad. It is, however, linked with the other three.

INFORMAL OCCASIONS

Denmark's King and Queen with their Guests

THE QUEEN HONOURS THE MEMORY OF THE FALLEN MEMBERS OF THE DANISH WARTIME RESISTANCE MOVEMENT: Her Majesty stands with Prince Philip, the King and Queen of Denmark and Princess Margrethe, in the Memorial Grove of Ryvangen after laying a wreath on the statue seen in the left background. In the cemetery are the graves of 157 heroes of the Resistance movement and memorial tablets to many others who died in the war.

WITH THE CHILDREN: The Queen meets two of the nurses who are holding young children at a nursery school run by the city of Copenhagen. It is for children from the age of a few months up to school age. In the nursery the young children entertained their Royal visitors by singing an English action song. Later, the Queen and the Prince attended the reception given by the heads of the Commonwealth missions to Denmark in the Freemasons' Hall.

THE ROYAL VISIT TO THE CARLSBERG RESIDENCE OF HONOUR: *Left*—Queen Elizabeth and Queen Ingrid, followed by King Frederik, arrive at the family home of Carl Jacobsen, the founder of the Carlsberg Brewery, which the Carlsberg Foundation has given to the nation for the use of a distinguished Dane. The present occupier is Professor Niels Bohr, the physicist, who is seen, *on right*, accompanying the Queen on her tour. The visit to the home followed the Royal tour of the breweries.

AN AMBITIOUS SOVIET FILM: In *Don Quixote* full stress is given to the beauty and pathos of Cervantes' epic story.

DON QUIXOTE: The part of the immortal Hidalgo from La Mancha is played by Nicolai Cherkassov in the film produced in Leningrad.

SANCHO PANZA: Y. Tolyubeyev is the attendant of Don Quixote. The film is one of the first in which Russia has used CinemaScope.

THE LENINGRAD VERSION OF KNIGHT AND SQUIRE: Don Quixote and Sancho Panza are in a scene in the Soviet film which was shown at the recent Cannes Festival. G. Kozintsev's production received varying criticisms, but there was general appreciation of the selection of the episodes from Cervantes' masterpiece and of the photography and acting.

A RUSSIAN "DON QUIXOTE"

The Soviet Version Shown at the Cannes Film Festival

El Ingenioso Hidalgo Don Quijote de la Mancha, or, as he is more popularly known, Don Quixote, is one of the greatest creations in literature. The beauty of Cervantes' book lies in the fact that it is really a number of episodes without continuity, except for the central character (and possibly Sancho Panza). Although attempts have been made to transfer numerous literary works to the screen, few have dared to try and film *Don Quixote*. There was a notable screen version some years ago with Chaliapin as the Don and George Robey as his squire. Now the Soviet Union has tried its hand at a Quixote film.

It was shown to Western Europe at the recent Cannes Festival. Produced by Lenfilms from their studios in Leningrad, the director is G. Kozintsev. Nicolai Cherkassov plays Don Quixote and Y. Tolyubeyev is Sancho Panza. All contemporary Soviet producers have to compete with the tradition of Eisenstein and Pudovkin, and rare indeed would be the man who can improve on it or even maintain it. But according to most critics, *Don Quixote* is in the distinguished Russian descent.

There is, of course, the selection of the episodes. It may well be wondered what is the Marxist interpretation of Cervantes. On the whole, propagandist tendencies have been avoided in the film script and the pathos and the irony of the central characters have been properly stressed. This is particularly true of the windmill scene in which the Don continues to affirm his pledges while sailing ridiculously round the screen. In the whole choice of episodes the scriptwriter, E. Schwarz, has remained true to the theme of "enchantments, quarrels, battles, challenges and loves."

Some may find the affirmation that "there is no doubt that generosity, loyalty and love will triumph in the end" a little difficult to accept in an official production from a country which is showing no signs of abating its intention of ruthlessly suppressing all opposition to its rule in Eastern and Central Europe. But, on the other hand, throughout the film there does seem to be a feeling for idealism which was noticeably absent for many years from Soviet art and has only just begun to return.

Technically, as is to be expected in a major Russian production, there is much which is commendable in *Don Quixote*. It is shot in colour by the camera team under the control of A. Moskvin and A. Dudko and it is said to be the first time Soviet producers have used CinemaScope. Special music has been composed by Kara Karayev. In the programmes at Cannes it did not win such high praise as some of the offerings from the free countries, nor by general consent was it as impressive as the Czech film, *The Lost Children*. However, it should not be long before English audiences will be able to decide for themselves on the merits of *Don Quixote*, as it is understood that it is to be dubbed in English for showing in this country.

QUEEN JULIANA IN SWEDEN

The Queen of the Netherlands and Her Husband are the Guests of King Gustav in Stockholm

THE QUEEN OF THE NETHERLANDS IS ENTERTAINED IN SWEDEN: *Left*—Queen Juliana and King Gustav of Sweden are seen on the balcony of the Royal Palace in Stockholm while listening to a concert of songs given by students assembled in front of the Palace during the four-day State visit of Her Majesty and Prince Bernhard. *Right*—A general view of the scene as the Royal visitors from the Netherlands arrived in the Royal barge for the luncheon given by the city of Stockholm at the City Hall. In the front row the Queen of the Netherlands and King Gustav are accompanied by Hr. Carl Albert Andersen, President of the City Council. They are followed by Prince Bernhard, and Queen Louise and other members of the Swedish Royal Family. Queen Juliana and Prince Bernhard arrived in Stockholm on board the Dutch cruiser *De Zeven Provincien* after travelling for the first part of their journey by air.

THE ROYAL VISITORS FROM THE NETHERLANDS WITH THEIR HOST: Queen Juliana and Prince Bernhard stand in the stern of the Royal barge with King Gustav during the journey to the City Hall.

A ROYAL JOURNEY BY WATER: The ornate Royal barge *Vasaorden*, with its massive standards fluttering at each end, makes its way across the Riddarfjärden to the City Hall in Stockholm.

A ROYAL GROUP: From left in this picture of the Royal families are Princess Margaretha, King Gustav, Princess Birgitta, Queen Juliana, Queen Louise, Prince Bertil, Crown Prince Carl Gustav (the King's grandson), Prince Bernhard, Prince Wilhelm, Princess Sibylle and Princess Christina.

DRIVING THROUGH THE STREETS OF STOCKHOLM: As trumpeters sound a fanfare, Queen Juliana, accompanied by the King, waves in acknowledgment to the welcome during the State drive.

THE NIGERIAN CONFERENCE

Delegates from West Africa bring Colour to the Talks in London

A VARIETY OF COSTUMES : The delegates to the Nigerian constitutional conference are, from the left, Dr. S. E. Imoke, Mr. A. Adelabu, Mr. D. Osadebay and Mr. V. Olowo Foyeku. Over sixty Nigerian representatives, many in multi-coloured robes, were at the opening session of the conference at Lancaster House.

THE SECRETARY OF STATE WITH A NIGERIAN PREMIER : Mr. Alan Lennox-Boyd, the Colonial Secretary, talks with Chief Obafemi Awolowo, the Western Nigerian Premier.

To the talks at Lancaster House have come representatives of East, West and North Nigeria and of Lagos and the Cameroons. When they assembled for the opening session of the conference, which is to decide the future of their country, they made a striking array in a wide variety of colourful costumes. It is generally accepted that Nigeria's aim is independence within the Commonwealth and there can be little doubt that delegates are following the lead of Mr. Lennox-Boyd, the Colonial Secretary, in "speaking candidly." However, an encouraging omen for the future partnership between Britain and West Africa was the way in which the Premiers of the various regions of Nigeria paid tribute in their opening speeches to the great debt their country owes to British statesmanship.

STYLES IN HEAD-DRESS : *Left*—Chief Orodje of Okpe wears an ornate crown and colourful robes with a massive bead necklace and carries a switch. *Right*—Chief O. G. Douglas favours a top-hat with feathers and a knobbed walking-stick.

GETTING DOWN TO BUSINESS : Chief F. R. A. Williams takes a note at the table in Lancaster House. After the formal opening, the conference held its first plenary session.

FROM LAGOS AND THE CAMEROONS : Mr. T. S. Benson (left) is a delegate from Lagos, and Galega Fon of Bali is among the representatives of the Cameroons. These districts are participating in the conference with the Nigerian delegations.

THE PREMIER OF NORTHERN NIGERIA : The Sardauna of Sokoto, in a gorgeous costume, is flanked by other leading delegates. In his speech at the opening the Sardauna and the other Premiers all paid tribute to Britain's statesmanship regarding Nigeria.

TORNADOES IN AMERICA

The Trail of Death and Disaster in Two States

According to the United States Weather Bureau more tornadoes have been reported this year in America than in any other since records were started in 1916. Up to May 20, the total was 411 for this year as compared with 392 in 1956. Almost immediately after May 20 the elements struck again with a double fury in parts of Missouri and Kansas. They were undoubtedly the worst disasters of their kind to date this season.

The first tornado raged through the State of Kansas, southwards to Kansas City and into Missouri. At least thirty-eight men, women and children were reported killed, another 200 were injured and damage to property was estimated at millions of pounds. The worst-hit areas were suburbs of Kansas City. Then, within a day, another tornado swept over much the same area. In one small town, Fremont, almost every building was said to have been razed to the ground. The total death roll from the two disasters was put at over fifty and the number of injured at about 270.

SALVAGING A SCHOOL : Pupils collect books from all that is left of the High School at Ruskin Heights. This building and those around it were literally razed to the ground by the tornado which struck with the force of a nuclear bomb.

AFTER THE WORST TORNADOES OF THE SEASON : Homes have been shattered in Ruskin Heights, a new suburb of Kansas City. Twenty-eight people were reported to have been killed and many more injured. The casualty roll in the surrounding districts was also very high and damage to property estimated to be enormous.

On left—

THE DESPAIR OF THE HOMELESS : A woman holds her head in anguish as she stands amid the wreckage of her home at Ruskin Heights. Parts of Missouri and Kansas suffered a double disaster from the two tornadoes following each other within twenty-four hours.

DESTRUCTION IN TWO COMMUNITIES : *Left*—A white church still stands in an otherwise flattened intersection of streets in Martin City, another suburb of Kansas City. *Right*—In Fremont, in Missouri, a small town of about 250 inhabitants, it was reported that almost every building was levelled to the ground. Four counties in Missouri and Kansas were declared disaster areas. An appeal was sent by Missouri's Governor to President Eisenhower for Federal aid for relief and reconstruction.

A Weekly Survey of Achievement in Britain and Overseas

PROGRESS IN INDUSTRY AND ENGINEERING

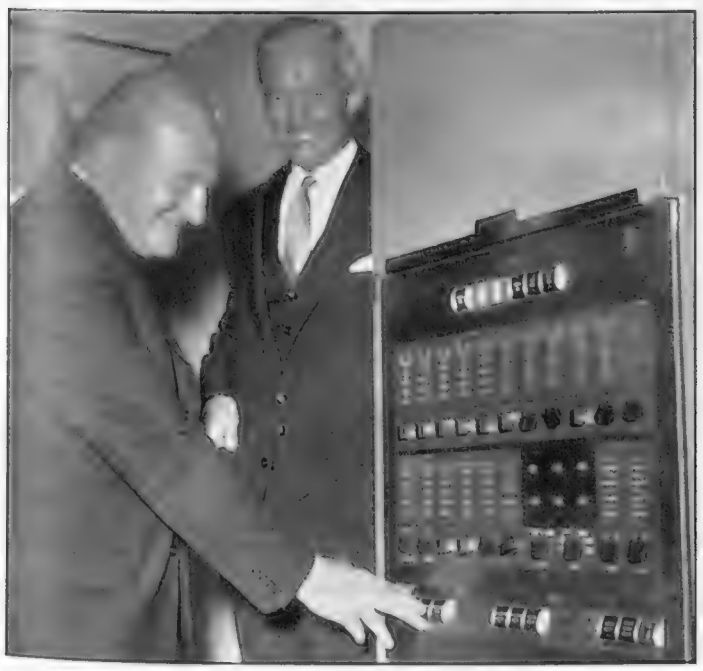
THE WORLD'S LARGEST RADIO-TELESCOPE NEARS COMPLETION : This aerial view shows the advanced stage of construction of Britain's biggest radio-telescope, at Jodrell Bank, in Cheshire. Work is in progress on the enormous structure which will enable astronomers to measure and locate radio waves from outer space. The telescope's 30-ton copper mesh bowl is supported by two 180 ft. towers and the whole apparatus will have powers of detection far superior to normal optical telescopes.

LISTENING TO SOUNDS FROM OUTER SPACE

In the near future an enormous steel bowl will be completed at Jodrell Bank, near Holmes Chapel, in Cheshire. This will be the world's largest radio-telescope, which is sponsored jointly by the Department of Industrial and Scientific Research and the Nuffield Foundation, and is to be operated by Manchester University. The gigantic structure is rather like a huge search-light. The steel bowl, 250 ft. in diameter, is in the shape of a parabola 62 ft. 6 ins. deep at the centre. This is the main mirror and it will weigh 600 tons. It will be possible to tilt and rotate it in any direction towards the ground and sky. The nerve centre of the telescope will be a radio aerial capable of receiving radar waves of wavelengths between 10 cm. and 30 metres.

It will have a great advantage over the optical telescope in that it can penetrate dust-clouds in the heavens which obscure many stars in the Milky Way. The new radio-telescope will be the largest single instrument ever made for scientific research and it will bring British research in this field of astronomy ahead of the United States. The need for such a large instrument has arisen from the desire to measure and locate radio waves from outer space. These waves provide knowledge of the heavens complementary to that gained from optical telescopes. In particular, the radio-telescope will be suitable for the study of radio noises, or radio stars, which have been discovered in large numbers since 1948. The strange thing about these dark and faintly luminous objects, which emit radio waves, is that they cannot at present be satisfactorily identified with visible objects.

The Jodrell Bank radio-telescope has been designed, and is being built, under the supervision of Mr. H. C. Husband, and is in itself a considerable engineering feat. The project will cost altogether an estimated £500,000.



A LONDON COMPUTING CENTRE

On left—

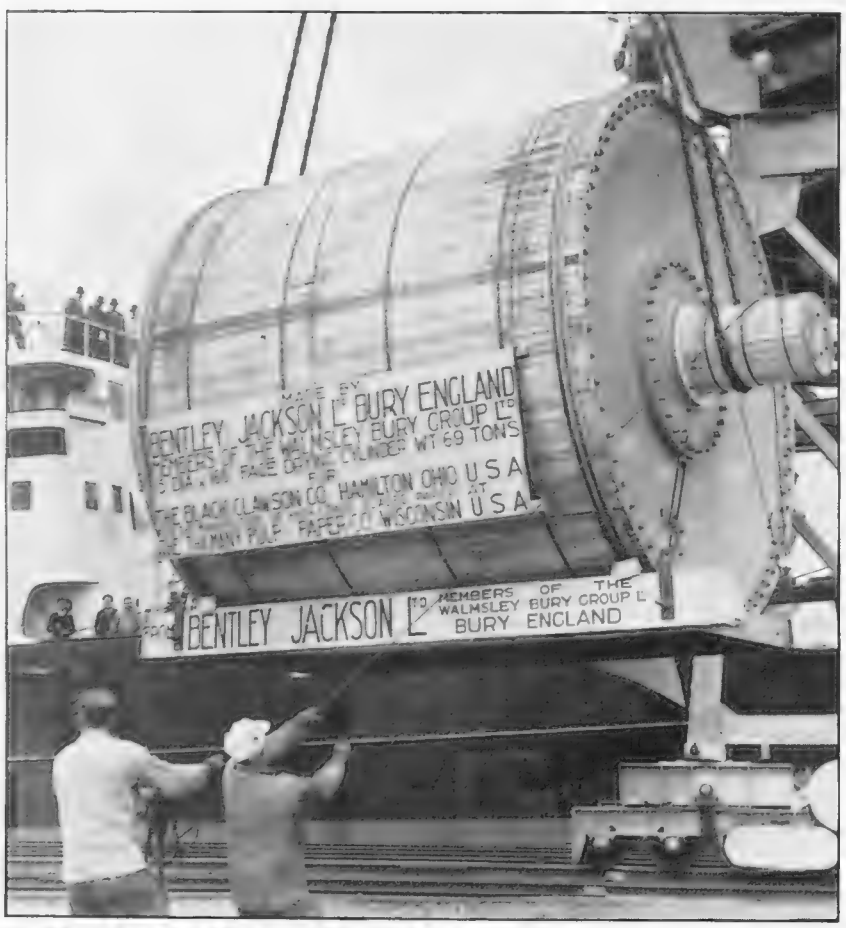
Lord Mills, the Minister of Power, opened a very up-to-date headquarters in London last week. This is the Data Processing Centre of the IBM, United Kingdom, Ltd. The Minister, as seen in the picture, pressed a button to set in motion an IBM 650 high-speed digital computer. The machine is now in production at the Company's factory at Greenock, in Scotland. The purpose of the London centre is to show industrialists, scientists, professors and other interested persons how the computer, which works infinitely faster than the human brain, can be of invaluable service in work requiring complicated calculations. Arrangements can be made for the hire of the electronic equipment.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE WEMMERSHOEK DAM IN SOUTH AFRICA HAS BEEN BUILT TO IMPOUND 13,000,000,000 GALLONS OF WATER : The dam lies in a gorge about half a mile between two flat reaches of the Wemmer River, and will provide an extra 25,000,000 to 30,000,000 gallons of water a day for Cape Town's supply 50 miles away. It is 1,700 ft. long at its crest, 175 ft. high and 900 ft. across the base at its widest point.

THE LARGEST EARTHWORK DAM IN THE SOUTHERN HEMISPHERE

The Wemmershoek Dam, which is now almost completely finished, is situated about 50 miles from Cape Town. It has been constructed to improve the water supplies to the city and fourteen other localities as well as providing water for irrigation purposes. The dam, the largest of its kind in South Africa, has not been built of concrete. It is, in effect, a massive pile of rock, earth and clay with its central core taken 50 ft. below the original ground-level to solid rock, so that water cannot seep underneath. The 4,000,000 cubic yards of rock, clay and earth found on or near the site and used in its construction have been carefully and skilfully sorted and placed to prevent the water wearing away the structure, thus making the dam waterproof and powerful. During the course of its construction 11 excavators, 13 caterpillar tractors, 36 Euclid tipping lorries and 30 other lorries were in use at the site. Before the actual work on the construction of the dam could go ahead a diversion culvert 1,100 ft. long had to be built to take the River Wemmer. The inlet tower, where the water is taken from the reservoir behind the dam, is built over the diversion culvert. On the side of the valley opposite to the diversion culvert is the spillway which is 1,000 ft. long. The dam has been built by the British firm of George Wimpey and Co. Ltd. for the City Corporation of Cape Town, whose City Engineer is Mr. S. S. Morris, B.Sc. (Eng.), M.I.C.E., M.I.Mun.E., M.T.P.I.



A BRITISH PAPER DRIER FOR AMERICA

Dock-workers at Milwaukee, Wisconsin's port on the Great Lakes, handle the guide lines as a huge 69-ton paper drier is unloaded from the hold of the steamer *Fairhead*. The M.G. Drying Cylinder has been made by Bentley and Jackson, Ltd., of Bury, Lancashire, a member-firm of the Walmsley Group, for The Thilmany Pulp and Paper Co., of Wisconsin, and will be installed in the new machine for the manufacture of high-grade glazed paper, which is being supplied by the Black-Clawson Company of America. The cylinder, a valuable dollar export, is believed to be the largest-diameter cylinder to be installed in any American mill. It is 15 ft. in diameter.

TESTING TO DESTRUCTION

A Comet fuselage is seen being taken into the great structural test rig at the de Havilland factory at Hatfield, for one of the important routine tests. The fuselage is 111 ft. long and weighs nearly 4 tons in its bare state. Inside the structure it was fixed to the massive rig by its normal wing-root mountings and then bent fore and aft under loads totalling about 90 tons. This particular test by de Havilland was designed to simulate the ultimate designed landing load, a figure that is safely in excess of any stress expected in regular service. It was a test to destruction, and the break occurred under a load almost exactly equivalent to the designed figure.

SITE FOR A NEW STEEL MILL?

It should not be long before work begins on a great new steel mill in Britain. With such a "plum" on offer, it is not surprising that several localities are claiming that they can provide ideal sites for development. Among the areas is Grangemouth, on the Firth of Forth, in Scotland. The first picture on this page shows the proposed site of some 3,000 acres lying by the water. Below it the second picture indicates that the town has the means of transporting raw materials to the mill and the finished products away from it because of the well-equipped docks. According to the authorities in Grangemouth, the harbour would be capable of considerable extension. Other advantages which the district says it can offer include cheap and plentiful electricity, labour which has had experience in the foundries at nearby Falkirk, where short time is now being worked, and space for the increased housing which would be needed. Grangemouth can certainly put up a case for having the mill, which would be a boon to many other parts of Scotland too. For, following on the steel plant, would presumably be the erection of numerous light industries.

But whether the plant will, in fact, be there is another matter altogether. For there are other places putting up equally persuasive arguments that it should go to them. And the company concerned with the erection and working of the mill has already drawn up its own plans. When the great steel and tinplate manufacturers, Messrs. Richard Thomas and Baldwins, decided that they would build a new plant, they made careful surveys of several parts of Great Britain. Their intention is to have a complete steel works, producing the metal from the raw materials and turning it out in strip and other requirements. It is a gigantic enterprise and the cost has been estimated at around £160,000,000. As a result of their surveys, they have selected a site not in Scotland but in Monmouthshire, at Newport. However, the final decision does not rest with the company but with the Government. Both the Board of Trade, which has to approve the site, and the Ministry of Power are concerned, and in coming to a decision they will be advised by the Iron and Steel Board. Although those responsible—Richard Thomas and Baldwins—have made their choice, there is little doubt that there will be much lobbying in Parliament by the representatives of all the interested districts. So the matter can still be regarded as "open." But wherever it is built, one thing is certain—the new mill will benefit the national economy as a whole.

On right—

GLASS FIBRE LIFEBOATS

The advantage of boats made from this plastic material is that their maintenance is reduced to a minimum and the problem of corrosion should not arise. Each of the two carried by *Sylvania* has been produced by separate Scottish firms, Mechans Ltd., of Scotstoun Ironworks, Glasgow, and Hugh McLean and Sons Ltd., of Renfrew. The boat from Mechans is made from the firm's glass reinforced plastic known as Armarine and is moulded in one piece. Both craft are 36 ft. by 12 ft. by 5 ft., mechanically-propelled and can carry 146 persons. They have been put through rigorous tests by the Ministry of Transport, including a deflection test with a 100 per cent. overload to establish their strength, inclining tests to prove their stability afloat and dropping tests from a height of 7 ft. 6 ins.

A NEW TYPE OF LIFEBOAT FOR THE LATEST CUNARDER: *Left*—The boat, of glass reinforced plastic, is taken along the Clyde, in Scotland. *Right*—It is hoisted aboard the S.S. *Sylvania*, the latest addition to the Cunard fleet, which makes her maiden voyage from Liverpool to Canada next week. She carries two of these "glass" type lifeboats, each of which has been made by firms in Scotland.

NEW MODELS FROM BRITISH FACTORIES

The New Humber Hawk has a Greatly Improved Appearance; the Jaguar XK150 is a Notable Successor to the Famous XK140; Opening of the Markyate By-Pass and News of other Roads

By "THE SPHERE" MOTORING CORRESPONDENT

IMPORTANT new models have been announced by the Rootes Group and Jaguar Cars Ltd. They are a brand-new Humber Hawk and the Jaguar XK 150, a notable successor to the famous XK 140.

The new Hawk has a greatly-improved appearance, with sleek, modern lines, and the improved 4-cylinder engine of 2,267 c.c. now gives 78 brake-horse-power at 4,400 r.p.m., compared with 75 at 4,000. Compression has been raised from a ratio of 7 to 1 to 7.5 to 1, and with a higher rear-axle ratio the car's top speed is now 90 miles an hour. A new Zenith carburettor is used.

The Hawk is a full six-seater, with both seats cradled within the wheelbase, and although the overall width has been reduced by 2½ ins. there is more room inside. Both front and rear seats are, in fact, 3½ ins. wider.

One reason for the new Humber's more modern appearance is the reduction of its roof height by 4 ins. Rubber insulation has been used in the body construction and comfort and riding stability have been improved by fitting large telescopic shock-absorbers in the centre of the coil springs used for the independent front suspension.

The brake lining area has been increased by 9 sq. ins. and the size of the front brake-drums has been stepped up from 10 ins. to 11 ins.

Other features include fully-wrapped-round front screen and rear window (with a total area 720 sq. ins. greater than in the old model); a facia assembly framed by a soft crash-pad; two-speed screen-wipers; provision on the rubber-cushioned front seat for two-way adjustment for rake and leg-room; a larger luggage-boot; a bigger petrol tank (11½ gallons instead of 10); and a fuel filler neatly concealed by the reflector in the offside rear lighting cluster.

The new Hawk will undoubtedly have a wide appeal in both home and export markets, in spite of an increase in price. Basic cost is up £190 and the total price, tax included, is £1,261 7s. This shows a rise of £285.

A touring limousine version is available, with a wind-up glass partition. As before, this costs £120 more than the ordinary saloon, including tax, the total being £1,381 7s.

Laycock de Normanville overdrive is offered for £75 extra, including tax. A Borg-Warner fully-automatic gear-box is available for a total of £172 10s. extra, and this makes the new Hawk the lowest-powered British car to be fitted with robot transmission. Individual, fully-reclining bucket seats may be had for £52 extra, including tax.

Prices of the new Jaguar XK 150 also show increases, but they are up by a total of only £52 10s., tax included, on both fixed-head coupé and drophead models. The former now costs a total of £1,763 17s. and the latter £1,793 17s. Laycock de Normanville overdrive costs £67 10s. extra and Borg-Warner automatic transmission £192 extra.

The new Jaguar is based on the 140 model which it supersedes, but has many refinements, including a greatly improved appearance, a more powerful engine and 12-in. Dunlop disc brakes on all four wheels.

Top speed is now 130 miles an hour and this fact gives special importance to the new disc brakes, pioneered by Jaguars on their race-winning Le Mans models, and which have been developed over a period of six years. The new "Jag" is the first sports car to go into large-scale production with disc brakes all round.

Dunlops evolved their disc brakes for cars from those successfully designed for use on aircraft. Their main advantages are that they do not "fade" like drum brakes after prolonged use; they are more efficient without being either bigger or heavier; maintenance is reduced to a minimum, and they are more or less impervious to water.

A set of experimental disc brakes was fitted to a Jaguar in 1949, and the first racing success with their help was achieved at Rheims in 1952. After the design had been still further improved, disc-brake Jaguars took first, second and fourth places in the 24-hours race at Le Mans in 1953.

That was Jaguars' second Le Mans victory. Their first win came in 1951, and they have since won this classic race in 1955 and 1956, making a total of four Jaguar victories in six years.

Apart from this important question of disc brakes, Le Mans can be said to be the breeding-ground of the new XK 150. Experience gained in those gruelling French races against the strongest opposition other nations were capable of mustering has led to a gradual improvement and refinement of design throughout the Jaguar range.

The XK 150's 6-cylinder, twin overhead camshaft engine now develops 210 brake-horse-power at 5,500 revolutions per minute. It offers the kind of performance of which sports-car enthusiasts dream; and with that performance go the stopping power of those disc brakes, the firm yet comfortable suspension provided by independent torsion-bar springing at the front and semi-elliptics at the back and rack-and-pinion steering of the highest order.

The accommodation provided by the new Jaguar is surprisingly generous for such a high-spirited car. Arm-chair comfort is offered by the individually adjustable front seats and the "occasional" seats in the back have room for two children or one adult, though I suspect that even Sir William Lyons himself would not like to make a very long journey in the back of his latest creation. All seats are upholstered in high-quality leather.

A feature of the capacious luggage-boot is that its front end hinges down for the easy transportation of things like golf clubs. A light comes on when the boot-lid is opened. Owners of the new car will appreciate, too, that the luggage-boot is not cluttered up with the spare wheel and tools. These are carried under the boot in a separate compartment which is both water-proof and dustproof.

An excellent field of vision is afforded by the wrapped-round windscreen and large rear window. Going back to the mechanical side of the car's specification, it should be mentioned that anyone who decides to have the Borg-Warner automatic gear-box will be spared the irritating experience of finding the car change back into top gear before the driver really wants it; for Jaguars have patented a flick-switch to enable drivers to hold on to a lower gear for as long as they wish.

A NOTABLE SUCCESSOR TO THE XK 140: The Jaguar XK 150 has a greatly improved appearance as well as a more powerful engine than its predecessor and is fitted with Dunlop disc brakes on all four wheels. It is the first sports car to go into large-scale production with disc brakes all round. Top speed is 130 m.p.h.

THE LATEST SIX-SEATER HUMBER HAWK: It has an improved 4-cylinder engine of 2,267 c.c. which gives 78-brake-horse-power at 4,400 r.p.m. One reason for the car's more modern appearance is the reduction of its roof height by 4 ins. Although the overall width has also been reduced, there is more room inside.

It is good to know that some progress, at any rate, is being made with the provision in Britain of roads more suited to the needs of present-day motoring in general and especially to cars like the new Jaguar.

Mr. Harold Watkinson, Minister of Transport, went along to Markyate the other day for the opening of the new by-pass round that Hertfordshire town on the A 5 road from London to Birmingham.

This is the old town on Watling Street which has such a narrow High Street that although an average of 10,000 vehicles a day pass through, it has had a 15-m.p.h. speed limit since 1935.

The long-overdue Markyate by-pass has cost about £250,000, is 1¼ miles long and is 30 ft. wide. That may seem rather narrow compared with the 80 ft. or more of Britain's projected motor roads, but when the St. Albans-Birmingham motorway is built it is expected that much of the London-Birmingham traffic which now uses A 5 will go by way of the new main artery.

When he visited Markyate Mr. Watkinson announced that in July he is to make a tour of many of the road improvements now taking place in Britain. He will first take a look at some of the twenty-three big improvement schemes on the Great North Road (A 1). Then he will inaugurate the work of building the new 11-mile, £2,000,000 Lancaster by-pass which is being constructed to motor-road standards and which will eventually form part of the Birmingham-Shap motorway.

If time permits, the Minister will then see how the Preston by-pass is progressing. This is Britain's very first stretch of motor road and it has been under way for some time. One of the most encouraging things said by Mr. Watkinson at Markyate was that he is hoping to have round-the-clock working when the London-Birmingham motor road (extending for 53 miles from St. Albans to Dunchurch) is started early next year.

I understand that even if he does no more than insist on two-shift working, giving sixteen hours a day, the construction time could be cut from two years to eighteen months.

The A.A. has just published a completely revised edition of its *Road Book of England and Wales*, which is available to members only for £1. It is an extremely valuable book to have in the car on any journey in England and Wales, whether you are on a casual journey or on a carefully-planned holiday tour.

The new edition includes 480 pages of touring information and 830 "find-your-own-way" routes. It lists more than 6,000 towns and villages and gives interesting historical and archæological notes. Sixty pages of touring maps show for the first time the areas of the national parks, the location of the chief airports and the A.A. view-point plaques erected at famous beauty spots.

WORK PROCEEDS ON BRITAIN'S FIRST STRETCH OF MOTOR ROAD: This aerial view shows the stretch of the Preston By-pass motorway which is taking shape at Samlesbury, in Lancashire. At this point a fly-over bridge will cross the existing Preston-Blackburn road and River Ribble in one stride. In the foreground are the link roads to join with the roundabouts on the existing road. On the far side of the river the track of the new road curves away past Ribbleton. The new motorway, which will be reserved exclusively for motor traffic, will be eight miles long. It will have twin carriageways, each 24 ft. wide, and will eventually form part of the Birmingham-Shap motor road. Work on the construction of the road has been going ahead since June of last year. It was formally inaugurated by Mr. Hugh Molson.

BOONS FOR MOTORISTS

Road Improvements in Britain and Venezuela Include the Construction of this Country's First Stretch of Motor Road

A VAST ROAD IMPROVEMENT FOR VENEZUELA: A view looking down on the intricate pattern of a stretch of Venezuela's 550-mile section of the Pan-American Highway which leads into Caracas. The new road, which has now been completely paved, reduces the driving time from Caracas to the Colombian border to fifteen hours. Previously it was a two-day trip. The highway cuts through mountains, plains and deserts, and in many of the sections high speeds are allowed. On nearing Caracas, the clover-leaf loops divert traffic to express-ways which run into different parts of the city. The road forms part of the country's public works programme.

ELIMINATING A NOTORIOUS BOTTLENECK IN LANCASHIRE: The new Wilderspool bridge, at Warrington, replaces a railway level-crossing on the A.49 road from Wigan to the north-west. It forms part of a big road improvement programme in the area.

The World of Books: By VERNON FANE

MASTERS OF ARTS

Biographies of Toscanini and Dostoevsky; A Study of the Novel; John Masters' Latest Book; Three Tales of Schoolteachers and other New Fiction

TOSCANINI is a name so completely identified with music that even the tone-deaf recognise it as practically a synonym for the art. One admirable biography of him has already been written by Mr. Samuel Chotzinoff, the distinguished pianist who was instrumental in persuading the conductor to work in America with the N.B.C. Symphony Orchestra, and who became a close friend. Now we have THE MAGIC BATON (Putnam. 21s.), by Mr. Filippo Sacchi, whose career, interrupted by his anti-Fascism, has been that of journalist and editor in the Milan and Turin that Toscanini knew so well. Mr. Sacchi has sub-titled his book, "Toscanini's Life for Music." The phrasing is apt, for this long and meticulous study of the maestro clearly shows his devotion to his muse and his never-ending, desperately hard struggle for the perfection that many of us believe he achieved.

From the musical to the literary and to a biography of Dostoevsky in which the emphasis is laid on his attitude towards women in general and the women he loved in particular. Mr. Marc Slonim writes with the authority of a Russian exiled from his own country. He has designed THREE LOVES OF DOSTOEVSKY (Alvin Redman. 16s.) rather on the lines of a sensational novel, although the facts of Dostoevsky's career are carefully presented. It may occur to the reader that, the novelist's life having been what it was, it would be hard to present it in any other terms.

LEFTOVER LIFE TO KILL (Putnam. 18s.) is a poignant and indeed painful autobiography by the widow of Dylan Thomas, who writes with a kind of bitter honesty and violence of herself since the poet's death and of her attitude to him at the present time and when he was alive. Mrs. Caitlin Thomas expresses herself in her own moody, passionate way, and the results are occasionally electrifying, occasionally stupefying. She writes of a winter's stay on a Mediterranean island with her little son, after Dylan Thomas died, and of the cold and squalor and scheming that made up those months, as well as the passion and the excesses. It is, to put it conservatively, not easy reading but undeniably it has vitality.

Mr. Frank O'Connor is already known as a writer of distinction in the field of the short story: with his new book, THE MIRROR IN THE ROADWAY (Hamish Hamilton. 25s.), which is a study of the modern novel, he presents himself as a critic with the two assets of wide and perceptive reading, and innate good sense. It might be said that he was born with one of these attributes and acquired the other. In any case, the end result is that he is a man capable of writing acutely about the novel from the days of Jane Austen to the days of James Joyce. Throughout this span of years and production Mr. O'Connor consistently makes the point that European novels should be considered in relation to others of the same period and not merely chronologically in each country. The record is extraordinary: it is a series of proven facts and it is at the same time a demonstration of the soundness of Mr. O'Connor's theory.

I suppose that ever since the days of Robin Hood, and perhaps before that, the romantic criminal has always been with us. Mr. David Elias adds to the gallery with a cheerful portrait, COLLEGE HARRY (Longmans. 16s.). Now in his sixtieth year, this smash-and-grab expert, con-man, safe-breaker, cat burglar and the rest, has spent fifteen years in gaol, has always gone quietly and never laid hands on a fly. His narrator leans over backwards to avoid self-pity for him except in the beginning, when he was started on his career of crime by being birched for stealing an apple. But cheerfulness breaks in and pervades the whole story of inside information on some quite spectacular crimes, and it is difficult to finish up with anything but a liking for College Harry.

FRANCE HONOURS A BRITISH WRITER: Miss Rebecca West is seen in Paris after receiving the award of the Legion of Honour. It is over forty years since this distinguished authoress published her first book, *Henry James*. Among her important works are *St. Augustine* (1933) and *Black Lamb and Grey Falcon* (1942). In the last decade her analytical studies of wartime and political traitors have attracted great attention. Her latest book is the novel *The Fountain Overflows*, which was published at the beginning of this year.

The novels this week ring a remarkable series of changes on the themes of men, women, love, money, adventure and frustration. First, there is Mr. Bernard Glemser's more than competent story set in London and New York and dealing with the far-from-original premise that a man may be head-over-heels in love with a woman and still, eventually and sincerely, fall in love with and marry her daughter. A GALLERY OF WOMEN (Macdonald. 15s.) is immensely readable, cosy rather than witty and acceptable in spite of having an irresistible hero.

The principal male character of Mrs. Nelia Gardner White's A LITTLE MORE THAN KIN (Heinemann. 15s.), on the other hand, is by no means the answer to a reader's prayer whether you see him as this first-person narrator sees himself: hypersensitive and deeply wronged, or as your reviewer saw him: awash in self-pity to the saturation-point. The small-town setting is pleasant, though, and Mrs. White has such a gentle touch that you could wish her sense of beauty and appreciation of kindliness had been used to better advantage.

PROSPECTS OF LOVE (Longmans. 15s.) is a touching, depressing and all-too-realistic story about a young couple with little money, fewer plans and an outlook that paradoxically seems all the bleaker because they are both so articulate. They live in a dismal flat, a hair's-breadth away from the sordid; the husband has difficulty in finding work; the wife resents him for not being able to afford a baby and for his promiscuity. Incidentally, there are no two opinions about Mr. William Camp's "leading man": he is a drip, and intended as such.

The next novel is one that combines love, frustration and mountain-climbing in nearly equal proportions. As far as I was concerned, it also provided a sizeable dash of disappointment, for this is Mr. John Masters' new book, and I have had a high regard for his earlier work with the Indian settings. FAR, FAR THE MOUNTAIN PEAK (Michael Joseph. 15s.) has the strong, virile writing that one expects from him but it has a plot which is irritating rather than incredible.

THE DAY THE MONEY STOPPED (Gollancz. 12s. 6d.) is Mr. Brendan Gill's second novel, and it is as clever as paint and as slick. It demands to be read at one sitting, and since the pace is so fast and the dialogue, in which the story is mainly told, is so admirably unforced, this is no difficult feat. Mr. Gill writes about a rich man's will and its effect, in a single day, on the middle-aged son who had always been gaily and charmingly dependent on his "hand-outs." There is wit and wisdom and humanity here.

Finally, three novels, believe it or not, all deal with teachers in different degrees of frustration, love or resignation, a literary coincidence if ever there were one. THE THING DESIRED (Secker and Warburg. 16s.) is by Miss Lalage Pulvertaft and is a deeply-felt, lucidly and beautifully-written story of a girl who, when she is a teacher of English to foreign students, meets a well-known writer whose cynicism and ruthlessness oddly appeal to something in her. But his reputation is that of a destroyer, and he comes near indeed to destroying this new love, his child and, finally, himself.

A VILLA IN SANT'ANGELO (Peter Davies. 12s. 6d.), by Mr. D. M. Brosia, is concerned with a young schoolteacher from Rhode Island who wants to be a writer. He travels to his father's native Italy to enlarge his experience, only to find a new assessment of his own character and to go back to the routine of his school sadder, wiser and, possibly, nearer to being a real writer. Charming and handled with taste.

In Miss Gladys Schmitt's A SMALL FIRE (W. H. Allen. 15s.) the setting is a music school in the United States and the protagonists a pianist and a teacher of singing, both in their thirties. The action is deliberate, even slow, but the effects are achieved with a sure touch, and the technical background is good and authentic.

IDEAL STAFF OFFICER

A Biography of Marshal Alexandre Berthier

Napoleon's Marshals, his newly-minted Dukes and Princes of the Empire who had served him upon so many victorious fields, were, on the whole, rather raffish, flamboyant men who brought the manners of the camp into the high places of government and helped themselves generously to the spoils of victory. There were notable exceptions, and perhaps the most remarkable of them was Pierre Alexandre Berthier, Prince of Neuchâtel, a quiet man who had to force himself to endure the bloody scenes of battle, an unselfish, modest patriot whom all men loved because of his deep humanity. How, then, did he fit into the pattern of Napoleon's empire building, into the ruthless machine that brought Europe beneath the tyrant's heel? The answer is that Berthier *was* the machine. He was a soldier of rare administrative gifts. From Bonaparte's Italian campaign Berthier served his master, time and again his power of work, accuracy, and quick comprehension turning the Emperor's bold conjectures into the pattern required for victory. In BY COMMAND OF THE EMPEROR (The Bodley Head. 25s.) Major S. J. Watson has written an absorbing biography. A book which will appeal to the military specialist but does not for a moment neglect the personal side of Berthier's life. Herein lies the excellence of this first life of the Marshal to appear in the English language.

Anything that Ralph Dutton writes about France is scholarly and entertaining. In THE CHATEAUX OF FRANCE (Batsford. 35s.) he has indeed excelled himself, and his publishers have matched Mr. Dutton's distinction with a most elegant volume. Visitors to France are sometimes inclined to think that, having seen the great chateaux of the Loire, Fontainebleau, Chantilly and Versailles, they have made the grand tour and that there is little more of consequence to consider. Mr. Dutton, in his sweeping, well-illustrated survey, shows just how wrong they are. The author has written his descriptions in chronological order; so, in effect, we are able to follow in sequence the course of developments in French domestic architecture from medieval times until the Napoleonic era. Mr. Dutton pays much attention to the chateaux of Burgundy, where the fertile soil has in generations past brought such wealth to landowners that it is not surprising that there is much fine architecture in the province. As an appendix there is a list of chateaux open to the public.

Bernadette Soubirous, the shepherd girl whose visions brought fame to Lourdes a century ago, starting that "rush to the grotto" that has never ceased, evoked from the pen of Emile Zola one of his most memorable works. The new Lourdes came into being on February 11, 1858, and now, nearly a century after that event, Leonard von Matt and Francis Trochu have produced a pictorial biography of ST. BERNADETTE (Longmans. 30s.). With the aid of some contemporary photographs showing Bernadette, members of her family and the sisterhood at Nevers, Leonard von Matt has photographed all the places linked with the name and fame of the Saint, the focal-point, of course, being the Lourdes of to-day. This is a magnificent volume.

Captain Maurice Wilson did not climb Everest alone, as he said he would. Eric Shipton's reconnaissance party found his body at the approaches of the North Col at a little over 21,000 ft. There they buried him and raised a cairn over his grave. These bare facts hide an astonishing story, the story of one man's determination to conquer alone the greatest peak in the world. Dennis Roberts describes this one-man quest in I'LL CLIMB EVEREST ALONE (Robert Hale. 15s.). Many of the facts for the narrative have come from the diaries which Mr. Shipton found on Wilson's body. From a mountaineering standpoint Wilson's project could only be judged foolhardy, but the diaries reveal Wilson as a strong personality with a fund of deep inner faith.

THE MONKEY KINGDOM (Hamish Hamilton. 35s.) is a lavish and lively introduction to the world of primates, by Ivan T. Sanderson. It deals with more than 250 living species of mammals ranging from the little primitive squirrel-shaped Tupaias and Feathertails of the Orient, through all the creatures we know as monkeys, to man himself. Seventy photographs and numerous maps and drawings go to make this a very complete and fascinating survey.

THE CONCISE ENCYCLOPEDIA OF ANTIQUES, VOLUME 3 (The Connoisseur. 42s.), is the latest instalment in an admirably and carefully prepared series. Among some of the subjects so expertly dealt with in this volume are Victorian furniture, garden statuary and furniture, bird prints and American prints, English wall mirrors, chess men, English bookbindings, maps and globes. This is a *must* for the keen collector, amateur or professional.

KING BENNY: THE BEST ISN'T GOOD ENOUGH

He was a professional jazzman at 14. He's been the unquestioned King of Swing since the mid-thirties. While his millions of subjects were still stomping in the aisles, he tentatively took up Mozart–quickly won solo roles with top symphonies. Now sending a new jazz generation, Benny Goodman has never satisfied himself–still religiously practices his clarinet two hours daily trying to make the best *better*. When touring, perfectionist Goodman naturally chooses Lockheed luxury liners, long preferred by world travelers. Soon he will fly to Frankfurt on the new, faster, longer-range *Lockheed Starliner* (Model 1649) – via Lufthansa-German Airlines.

Now in service: The Super Constellation

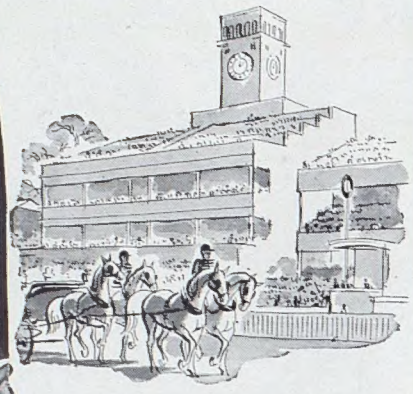
COMING: THE STARLINER — largest, fastest Lockheed luxury liner — for non-stop service between world capitals via AIR FRANCE, LAI - Italian Airlines, LUFTHANSA - German Airlines, TWA - Trans World Airlines, and VARIG - Airlines of Brazil.

LOCKHEED AIRCRAFT CORPORATION

THESE SUPER CONSTELLATION AIRLINES SERVE THE WORLD: Air France · Air-India International · Avianca · California Eastern · Cubana · Dollar Associates · Eastern Air Lines Iberia · KLM-Royal Dutch Airlines · LAV-The Venezuelan Airline · Lufthansa-German Airlines · Northwest Orient Airlines · Pakistan International · Qantas · Resort Airlines · Seaboard & Western · TAP Thai Airways · The Flying Tiger Line · Trans-Canada Air Lines · TWA-Trans World Airlines · Varig Airlines

When it's an occasion...

Morning Suits for SALE or HIRE



MOSS BROS

OF COVENT GARDEN W.C.2

Nearest Station Leicester Square

Temple Bar 4477

By appointment to the late King George VI., Perfumers

FLORIS

...famous for fine perfumes since 1730

You cannot miss the Floris shop in Jermyn Street, for its very fabric gives out the exquisite fragrance of the truly English perfumes that have been blended and sold from the same address for over two centuries. Here you can choose at leisure a perfume for every occasion.

ENGLISH FLOWER PERFUMES

Also Bouquet Perfumes, Toilet Waters, Powders, Toilet Soaps, Bath Essences and Gift Coffrets.

You can order by post from the Floris list which will be sent on request.

FLORIS

89 Jermyn Street, London, S.W.1

Telephone : WHItehall 2885 and 4136.

and at 2 Beauchamp Place, Knightsbridge, S.W.3.

the new novel by

JOHN MASTERS

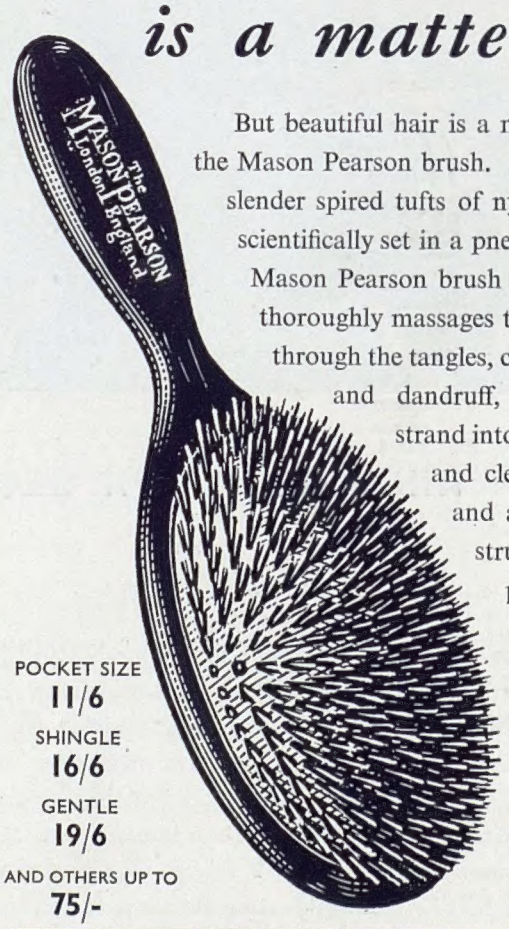
FAR, FAR THE MOUNTAIN PEAK

BOOK SOCIETY FICTION CHOICE

from any bookshop, 15/-

MICHAEL JOSEPH

Beautiful hair is a matter of care



But beautiful hair is a matter of course if you use the Mason Pearson brush. With its strong but flexible slender spired tufts of nylon or black boar bristle, scientifically set in a pneumatic rubber cushion, the Mason Pearson brush reaches the hair roots and thoroughly massages the scalp. Gently it sweeps through the tangles, cleansing the hair of all dust and dandruff, lifting each disarranged strand into place. The hair feels fresh and clean . . . looks glossy, trim and attractive. Its unique construction whereby one bristle performs the work of three, allows the Mason Pearson to be sold at a much lower price than would otherwise be possible with a brush of this quality.

POCKET SIZE **11/6**

SHINGLE **16/6**

GENTLE **19/6**

AND OTHERS UP TO **75/-**

Write to Mason Pearson Bros., 70 Piccadilly, London, W.1 for attractive post-free booklet.

MASON PEARSON

London England

DEAUVILLE

1957 *"LA PLAGE FLEURIE"* 1957

EASTER TO OCTOBER

TWO HOURS FROM PARIS BY RAIL OR ROAD

NORMANDY · HOTEL DU GOLF · ROYAL

CASINO

Roulette: 30 et 40; Chemin de Fer; Banque

2 GOLF COURSES (open all the year)
July 25 to 28. International Seniors Cup.
August 31 to September 3. Les Coupes d'Or.

TENNIS (25 courts)
July and August: International Tournaments

PIGEON SHOOTING
July 16 to 31 (12 million francs in prizes)

INTERNATIONAL HORSE SHOW
July 17 to 22.

JULY · AUGUST · SEPTEMBER

RACING ON TWO RACE COURSES
160 million francs in prizes.
August 25: Grand Prix de Deauville.

SALE OF YEARLINGS IN AUGUST

20 INTERNATIONAL POLO MATCHES
August 25: " THE GOLDEN CUPS."
World Open Championships (20-goal teams).

AUGUST 10 to 31 GRAND BALLET OF THE MARQUIS DE CUEVAS

***THE FESTIVAL D'AIX en PROVENCE* presents**
August 3 and 4. " Les Noces de Figaro "
August 7 and 8. " Cosi Fan Tutte "

10 GRAND GALAS AT THE AMBASSADEURS

Chairman: F. André.

LONDON–DEAUVILLE by AIR FRANCE
Reservations: Air France, 52-54 Haymarket, S.W.1.
Whitehall 4455.

SOUTHAMPTON–DEAUVILLE by SILVER CITY
Reservations: Silver City, 11 Great Cumberland Place, W.1.
Paddington 7040.

Consult your Travel Agent.

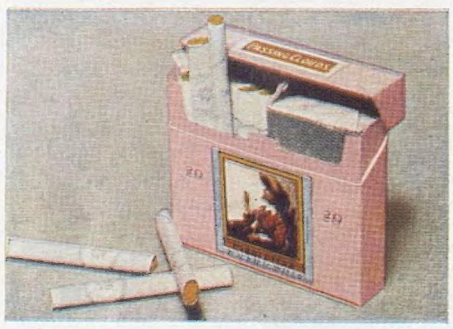
PIERRE PAGÈS

A man—his hobby—and a very personal cigarette...

An actor for 47 years, and for most of them a star—that's Ernest Thesiger. If you've been lucky enough to see one of his many plays or films, you'll have admired the originality which he brings to every part he plays.

Ernest Thesiger is a painter too, yet he finds time to add to his many collections; loveliest of all, perhaps, the vases, jugs, goblets and candlesticks in silver glass lustre which glow with colour in his London flat.

Only an original man could have such widely differing interests. Ernest Thesiger shows individuality, too, in his choice of a cigarette that is oval in shape, though of Virginian flavour, larger than most and rather fuller to the taste: "Passing Clouds" —in their uncompromisingly pink box.



20 for 4/6 — 100 for 22/6

MADE BY W. D. & H. O. WILLS

Ernest Thesiger's colourful collection of silver glass lustre results from many theatrical journeys, at home and abroad. Some of the pieces in his collection are of foreign origin, but the majority, and those he values most, were made in England for the Great Exhibition of 1851 and bear the seal "Varnish London" to prove it. It is the collection of a highly original man, one whose individuality shows itself in many ways. Offer him a cigarette, for instance, and he'll say, "Rather smoke my own, thanks." Then he'll pass you his unmistakable pink box of "Passing Clouds."

PASSING CLOUDS

WPC 12

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JUNE 1, 1957. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.